

FFY 2013

ALASKA
HIGHWAY SAFETY PERFORMANCE
PLAN



PREPARED ON BEHALF OF GOVERNOR SEAN PARNELL
UNDER THE DIRECTION OF COMMISSIONER MARC A. LUIKEN
TRANSPORTATION AND PUBLIC FACILITIES
AND
PRESENTED BY ALASKA HIGHWAY SAFETY OFFICE

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MISSION STATEMENT

It is the primary mission of the Alaska Highway Safety Office to enhance the health and well being of the people of Alaska through a program to save lives and prevent injuries on Alaska's highways.

EXECUTIVE SUMMARY

On behalf of the Alaska Highway Safety Office, I am pleased to present our state's *2013 Highway Safety Performance Plan*. I believe that, with the help of fellow highway safety advocates throughout the state, we will achieve Alaska's Strategic Traffic Safety Plan goal **to reduce the number of fatalities and major injuries by half by 2030**.

The document consists of four principal parts- *the Performance Plan, the Highway Safety Plan, a Certification Statement and a Program Cost Summary*.

The *Performance Plan* describes the 402 program and the Alaska Highway Safety Office. It also contains a list of objective and measurable highway safety goals, within the National Priority Program Areas and other program areas, based on highway safety problems identified by Alaska. Each goal is accompanied by at least one performance measure that enables us to track progress, from a specific baseline, toward meeting the goal (e.g., a goal to "increase safety belt use from XX percent in 19__ to YY percent in 20__," using a performance measure of "percent of restrained occupants in front outboard seating positions in passenger motor vehicles"). The goals of the Alaska Strategic Traffic Safety Plan is reflected in the AHSO performance goals.

The Performance Plan also includes a brief description of the processes used to identify Alaska's highway safety problems, define our highway safety goals and performance measures and develop projects and activities to address Alaska's problems and achieve our goals. We also list the leading participants in the processes such as highway safety committees, community and constituent groups, discuss the strategies for project or activity selection and list the information and data sources consulted.

The *Highway Safety Plan* describes the projects and activities Alaska plans to implement to reach the goals identified in the Performance Plan. The Highway Safety Plan describes one year of Section 402 program activities. These projects will be in the Alaska Strategic Traffic Safety Plan.

A *Certification Statement*, signed by the Governor's Representative for Highway Safety, provides assurances that Alaska will comply with applicable laws and regulations, financial and programmatic requirements, and in accordance with § 1200.11 of this part, the special funding conditions of the Section 402 program.

A *Program Cost Summary* reflects Alaska's proposed allocations of funds (including carry-forward funds) by program area, based on the goals identified in the Performance Plan and the projects and activities identified in the Highway Safety Plan. The funding level is an estimate of available funding for the upcoming fiscal year.

Tammy Kramer
Administrator
Alaska Highway Safety Office

PERFORMANCE PLAN

Description of the 402 Program and the Alaska Highway Safety

Section 402 Highway Safety Funds

Highway Safety Funds are used to support State and community programs to reduce deaths and injuries on the highways. Section 402(b) sets forth the minimum requirements with which each State's highway safety program must comply

Section 402(b) sets forth the minimum requirements with which each State's highway safety program must comply. For example, the Secretary may not approve a program unless it provides that the Governor of the State is responsible for its administration through a State highway safety agency which has adequate powers and is suitably equipped and organized to carry out the program to the satisfaction of the Secretary. Additionally, the program must authorize political subdivisions of the State to carry out local highway safety programs and provide a certain minimum level of funding for these local programs each fiscal year. The enforcement of these and other continuing requirements is entrusted to the Secretary and, by delegation, to the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) (the agencies).

When it was originally enacted in 1966, the Highway Safety Act required the agencies to establish uniform standards for State highway safety programs to assist States and local communities in implementing their highway safety programs. Eighteen such standards were established and, until 1976, the Section 402 program was directed principally toward achieving State and local compliance with these standards. Over time, State highway safety programs matured and, in 1976, the Highway Safety Act was amended to provide for more flexible implementation of the program. States were no longer required to comply with every uniform standard or with each element of every uniform standard. As a result, the standards became more like guidelines for use by the States, and management of the program shifted from enforcing standards to using the standards as a framework for problem identification, countermeasure development, and program evaluation. In 1987, Section 402 of the Highway Safety Act was amended, formally changing the standards to guidelines.

State and Community Highway Safety Grant Program

Highway Safety Funds are used to support State and community programs to reduce deaths and injuries on the highways. In each State, funds are administered by the Governor's Representative for Highway Safety. Since the 402 Program is jointly administered by NHTSA and FHWA, Highway Safety Funds can also be used for some limited safety-related engineering projects.

The Alaska Highway Safety Office

The Alaska Highway Safety Office coordinates highway safety programs focused on public outreach and education, enforcement, promotion of new safety technology, integration of public health strategies, collaboration with safety and private sector organizations and cooperation with state and local governments. AHSO administers federal funding to eligible projects through a grant awarding process.

The AHSO staff works with partners in communities to develop strong projects with the message of Highway Safety for all Alaskans. We are also responsible for providing technical assistance to grantees and ensuring compliance with federal program regulations and guidelines. The AHSO staff works closely with others on the Strategic Traffic Safety Plan.

The AHSO is also responsible for counting and analyzing the State's motor vehicle fatalities through the Federal [Fatality Analysis Reporting System \(FARS\)](#) program.

IDENTIFYING PROBLEMS

The purpose of the HSPP problem identification and assessment process is to:

UNDERSTAND THE SCOPE OF ALASKA'S TRAFFIC CRASH PROBLEM AND CAUSATION FACTORS
DEVELOP EFFECTIVE COUNTERMEASURES TO REDUCE OR ELIMINATE THE PROBLEMS
DESIGN EVALUATION MECHANISMS TO MEASURE CHANGES IN PROBLEM SEVERITY
MANAGE INFLUENCING FACTORS BY USING STATISTICAL CRASH DATA TO HIGHLIGHT A PARTICULAR PROBLEM IN ORDER TO OBTAIN THE NECESSARY SUPPORT FOR INSTITUTING AN EFFECTIVE COUNTERMEASURE

The problem identification process used by the AHSO includes analysis of traffic safety data from established statewide sources. The process is completed by the Research Analyst by the end of the calendar year annually and provided to the AHSO staff for review.

The HSPP development process consists of a number of stages:

- Problem identification
- Planning to select and prioritize goals, objectives and performance measures
- Collaboration with traffic safety related partners to identify strategies
- Development of funding priorities
- Issuance of Requests for Proposal (RFP)
- Review, negotiation and approval of grant agreements
- Implementation

The Highway Safety Plan is developed through discussions and meetings coordinated by the AHSO, with inter-agency groups, State and local government agencies including law enforcement, planners' engineers, emergency response teams, health and social service agencies, DMV, community coalitions and others to develop the annual HSPP. The initial planning meetings are attended by AHSO staff only. These initial internal meetings allow for the review of previous year comments on prior activities (by Federal, State and local partners), the assignment of staff to assist with the drafting of the HSPP program areas, the development of an initial budget and the production of rough drafts for each program area.

Once an initial draft is produced, the HSPP development meetings are expanded to include AHSO traffic safety partners TRACC, Motorcycle Advisory Committee, and LEL for solicitation of comments and input on potential strategies. Regional NHTSA and Divisional Federal Highway Administration (FHWA) representatives provide input and make recommendations as well.

AHSO also considers a number of factors in determining project priorities and areas of emphasis. These factors are:

- Federal legislation
- State statutes
- Federal and national priorities and goals
- State and local problems

Other influences can be Federal and State legislative bodies, community-based organizations, local and national interest groups, State and local traffic safety related non-profit organizations and local governments. Projects can be proposed by members of any of these organizations, directly or indirectly.

The key goal is to assure that all projects in the HSPP are data driven.

National priority areas are established in 23 CFR Chapter II, Section 1205.3. Some of the national priority areas are also State priority areas and are included in the State's HSPP. These program areas then form the framework for providing detailed descriptions of the selected traffic safety projects.

Questions which help with Data Analysis and Program Identification:

Question	Examples
Are high crash incidence locations identified?	Specific road sections, highways, streets, and intersections
What appears to be the major crash causation?	Alcohol, other drugs, speed, other traffic violations, weather, road condition
What characteristics are over-represented or occur more frequently than would be expected in the crash picture?	Number of crashes involving 16- to 19-year-olds versus other age groups or number of alcohol crashes occurring on a particular roadway segment as compared with other segments
Are there factors that increase crash severity which are or should be addressed?	Non-use of occupant protection devices (safety belts, motorcycle helmets, etc.)

Basic 5 W's of Problem Identification:

- **Who** (age, gender, ethnicity) is involved in crashes more than would be expected given their proportion of the overall or driving population?
- **What** is taking place, i.e. what types of crashes, vehicles and roadways are involved?
- **Where** are the crashes taking place (county, city, corridors) in numbers greater than would be expected given the amount of travel in those locations?
- **When** are crashes taking place (time of day, day of week, month of year)?
- **Why** are the crashes occurring, i.e. what are the major contributing factors (run-off-road, impaired driving due to drugs, alcohol and/or fatigue, etc.)?

Information That May Be Applied to Problem Analysis:

Causal Factors:	Crash Characteristics:	Factors Affecting Severity:
Violation	Time of Day	Occupant Protection Non-Use
Loss of Control	Day of Week	Position in Vehicle
Weather Alcohol Involvement	Age of Driver	Roadway Elements (Marking, Guardrail, Shoulders, Surface, etc.)
Roadway Design	Gender of Driver	

The following factors may impede effective problem identification and therefore appropriate adjustments are made when necessary:

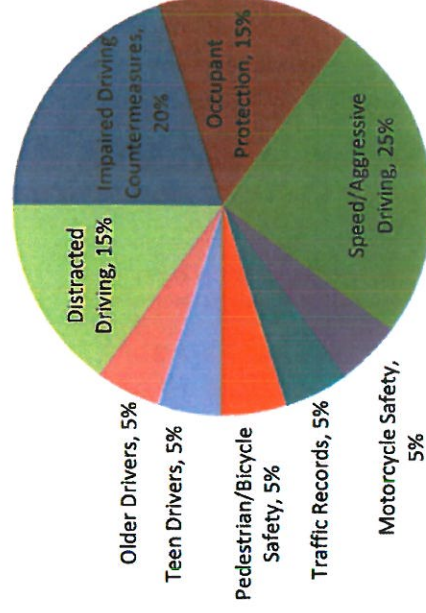
- Data access restrictions
- Inability to link automated files
- Lack of location-specific data
- Poor data quality
- Reporting threshold fluctuations (variations among jurisdictions in the minimum damage or crash severity they routinely report)
- Insufficient data
- Non-reportable crashes, near misses, bicycle crashes, etc.

ALASKA HIGHWAY SAFETY OFFICE PROBLEM IDENTIFICATION

	2002	2003	2004	2005	2006	2007	2008	2009	2010	Total	Average 2002- 2010	Average % 2002 - 2010
Fatalities Involving Driver or Motorcycle Operator w/ \geq .08 BAC	30	29	27	29	19	25	21	20	15	215	24	31%
Unrestrained Passenger Vehicle Occupant Fatalities	24	30	34	22	17	28	23	12	12	202	22	29%
Speeding-Related Fatalities	38	41	38	28	30	34	27	29	26	291	32	42%
Motorcyclist Fatalities	12	12	8	4	9	6	8	7	9	75	8	11%
Drivers Age 20 or Younger Involved in Fatal Crashes	18	21	17	13	17	21	17	10	7	141	16	15%
Drivers Age 65 or Older Involved in Fatal Crashes	9	10	11	6	5	4	8	8	8	69	8	7%
Bicyclist Fatalities	0	4	2	1	1	2	1	2	0	13	1	2%
Pedestrian Fatalities	16	9	10	7	9	13	3	10	6	83	9	12%
Total Fatalities (Actual)	89	98	101	73	74	82	62	64	56	699	78	
Total Drivers	113	125	140	103	108	116	91	89	75	960	107	

Targeted Funding

Impaired Driving Countermeasures	20%
Occupant Protection	15%
Speed/Aggressive Driving	25%
Motorcycle Safety	5%
Traffic Records	5%
Pedestrian/Bicycle Safety	5%
Teen Drivers	5%
Older Drivers	5%
Distracted Driving	15%
Total	100%



Data sources:

- Fatality Analysis Reporting System (FARS)
- State Traffic Safety Information (STSI)
- FHWA VMT data
- FMCSA
- National Emergency Medical Service Information System (NEMSIS)
- National Occupant Protection Use Survey (NOPUS)
- Publications and studies (i.e., Countermeasures that Work)
- State policy
- legislative policy
- Media coverage
- SHSPs
- Other States Highway Safety Plan and Annual Evaluation Reports
- NHTSA Assessments and special studies
- NHTSA HSP approval letter
- National, state and local awareness surveys
- State Data:
 - crash and injury
 - licensing
 - vehicle
 - population
 - citation
 - prosecution
 - court system
 - treatment
 - trauma registry
- Local and state organizations (MADD, Alaska School Activities Association, Forget Me Not Mission)
- CDC
- Census Data

PROGRAMS AND STRATEGIES

Using the data and information gathered through the problem identification process, AHSO selects key program areas for emphasis and coordinates the development of priority traffic safety performance goals and strategies for each program area using a documented planning process. The AHSO Performance Plan has addressed all of the NHTSA program areas:

Title
Alcohol and other drug countermeasures
Police Traffic Services
Occupant Protection
Traffic Records
Emergency Medical Services
Motorcycle Safety
Roadway Safety
Pedestrian and Bicycle Safety
Speed Control

HIGHWAY SAFETY PERFORMANCE PLAN, PERFORMANCE MEASURES

Reduce fatal and serious injuries from motor vehicle crashes by 1/2 from 2008 to 2030

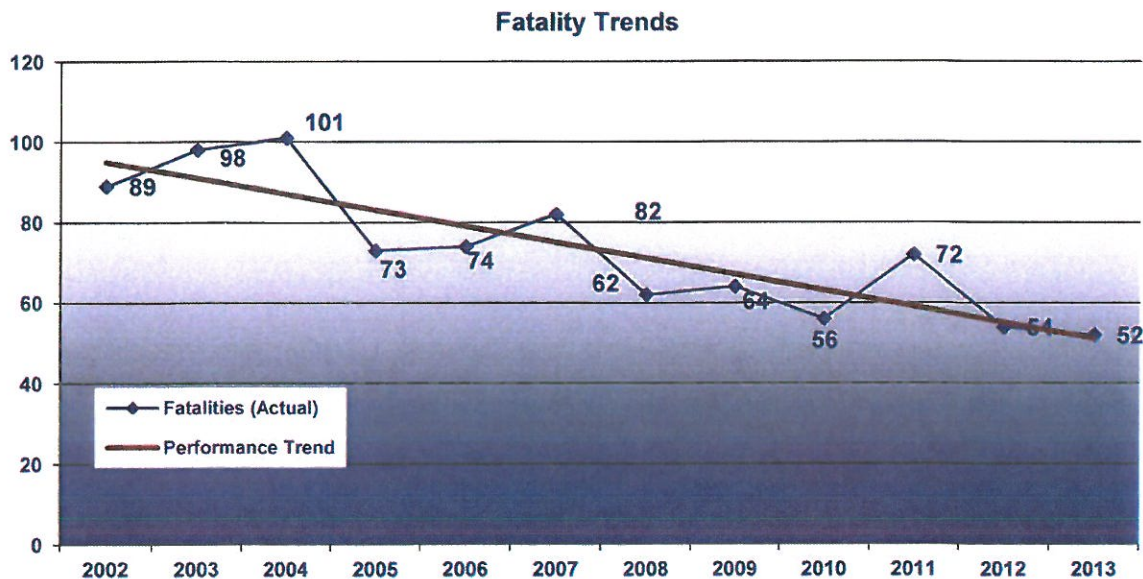
	Actual Figures										Goals			
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2020	2025	2030
Fatalities (Actual)	98	101	73	74	82	62	64	56	72	54	52	44	37	31
3-Year Average of Fatalities	92	96	91	83	76	73	69	61	63	60	60	57	55	53
Fatality Rate / 100 million VMT	1.98	2.02	1.45	1.49	1.59	1.29	1.30	1.17	1.57	1.21	1.18	0.97	0.82	0.65
Serious Injuries (all crashes)	655	584	580	437	433	391	452*	373*	364*	356	347	285	240	196
# of Fatalities Involving Driver or Motorcycle Operator w/ \geq .08 BAC	29	27	29	19	25	21	20	15	21	15	14	13	12	11
# of Unrestrained Passenger Vehicle Occupant Fatalities	30	34	22	17	28	23	12	13	20	12	12	12	12	12
# of Speeding-Related Fatalities	41	38	28	30	34	27	29	26	25	25	25	21	19	14
# of Motorcyclist Fatalities	12	8	4	9	6	8	7	9	10	9	8	7	5	4
# of Unhelmeted Motorcyclist Fatalities	6	5	1	2	1	2	2	6	1	2	2	1	1	0
# of Drivers age 20 or younger involved in fatal crashes	21	17	13	17	21	17	10	7	9	7	7	7	7	7
# of Pedestrian Fatalities	9	10	7	9	13	3	10	6	9	6	5	4	3	2
% Observed Belt Use for Passenger Vehicles - Front Seat Outboard Occupants	78.9%	76.7%	78.4%	83.2%	82.4%	84.9%	86.1%	86.8%	89.3%	89.6%	89.9%	92.0%	93.5%	95.0%
# of Seat Belt Citations Issued During Grant-Funded Enforcement Activities (FFY)							5,178	3,290	3,115	3,427	3,769	7,345	11,829	19,051
# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities (FFY)							2,459	2,089	1,829	2,012	2,213	4,313	6,946	11,186
# of Speeding Citations Issued During Grant-Funded Enforcement Activities (FFY)							8,471	8,195	11,694	12,863	14,150	27,574	44,408	71,519
Note:* 2009, 2010, 2011 Serious Injuries are not available, therefore this figure is estimated.														
Baseline Figures														

Source: Alaska Highway Safety Office

PERFORMANCE GOALS AND TRENDS

Goal: Reduce Fatalities from 62 in 2008 to 52 by 2013

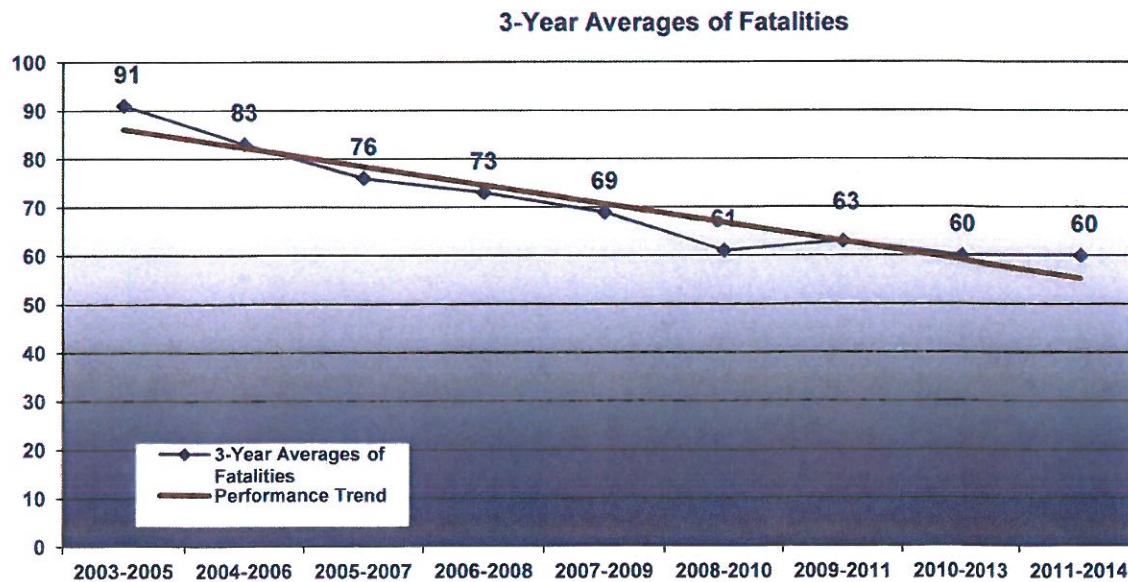
Baseline: 2008 Calendar year of 62 fatalities



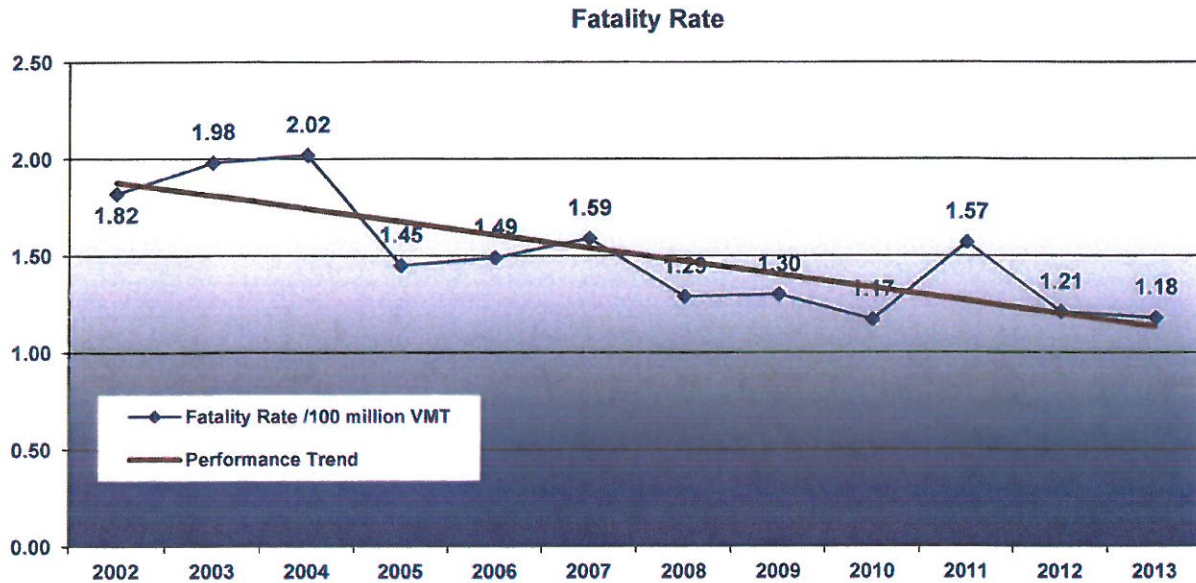
Goal: Reduce 3-Year Average Fatalities from 73 in 2006-2008 to 60 in 2010-2013

Baseline: 2006-2008 Calendar Years

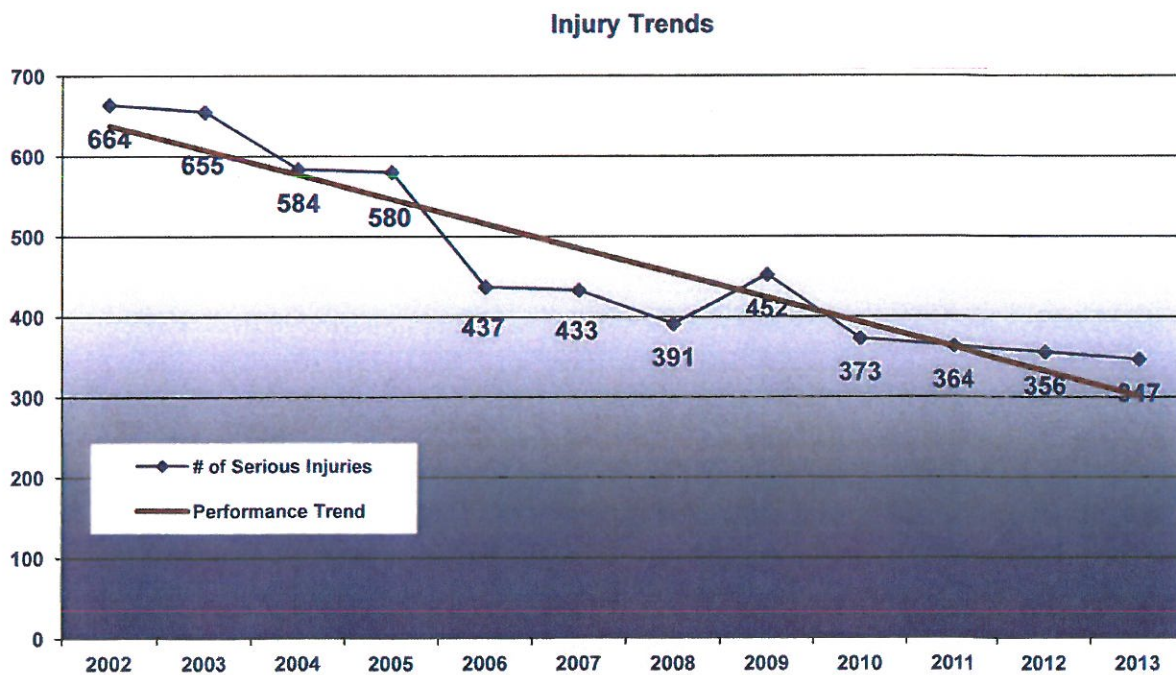
Average of 73 fatalities



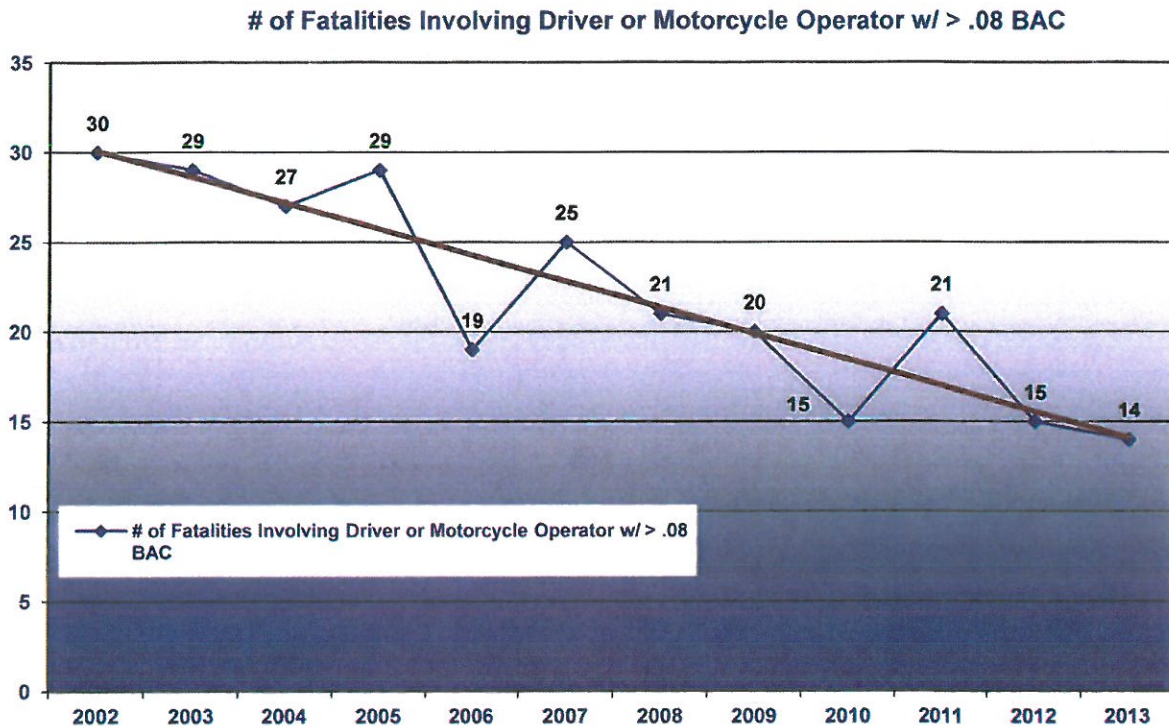
Goal: Decrease Fatality Rate per 100 Million VMT from 1.29 in 2008 to 1.18 by 2013
Baseline: 2008 Calendar year of 1.29



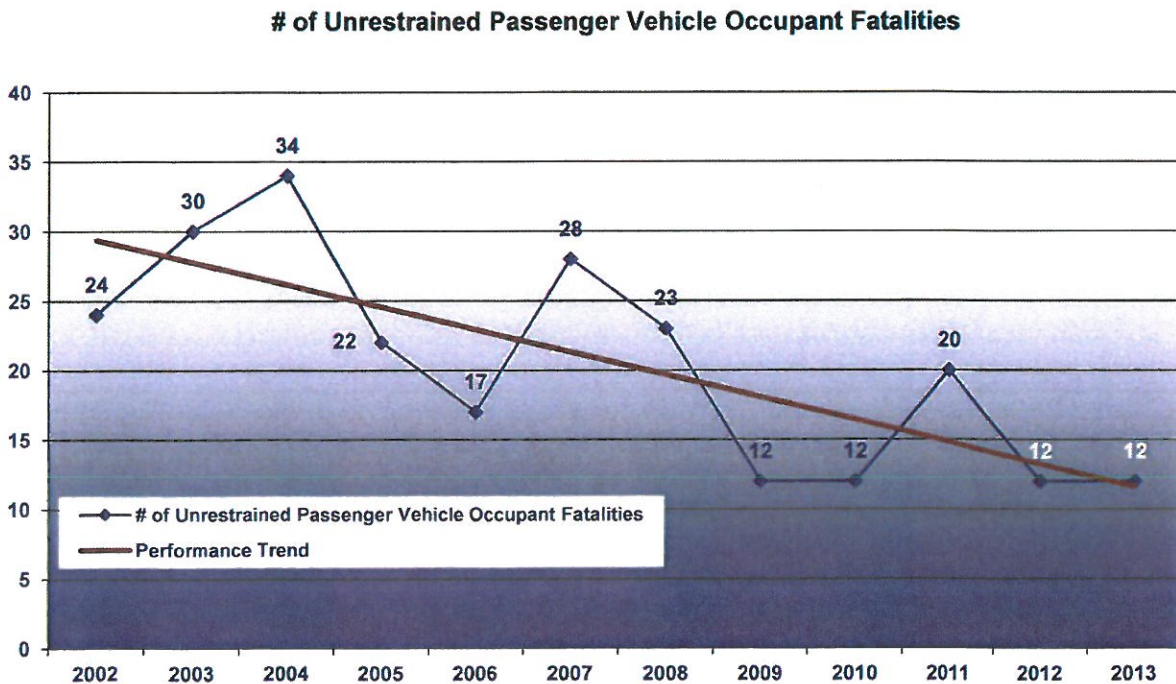
Goal: Decrease Serious Injuries from 433 in 2007 to 347 by 2013
Baseline: 2007 Calendar Year of 433 Serious Injuries



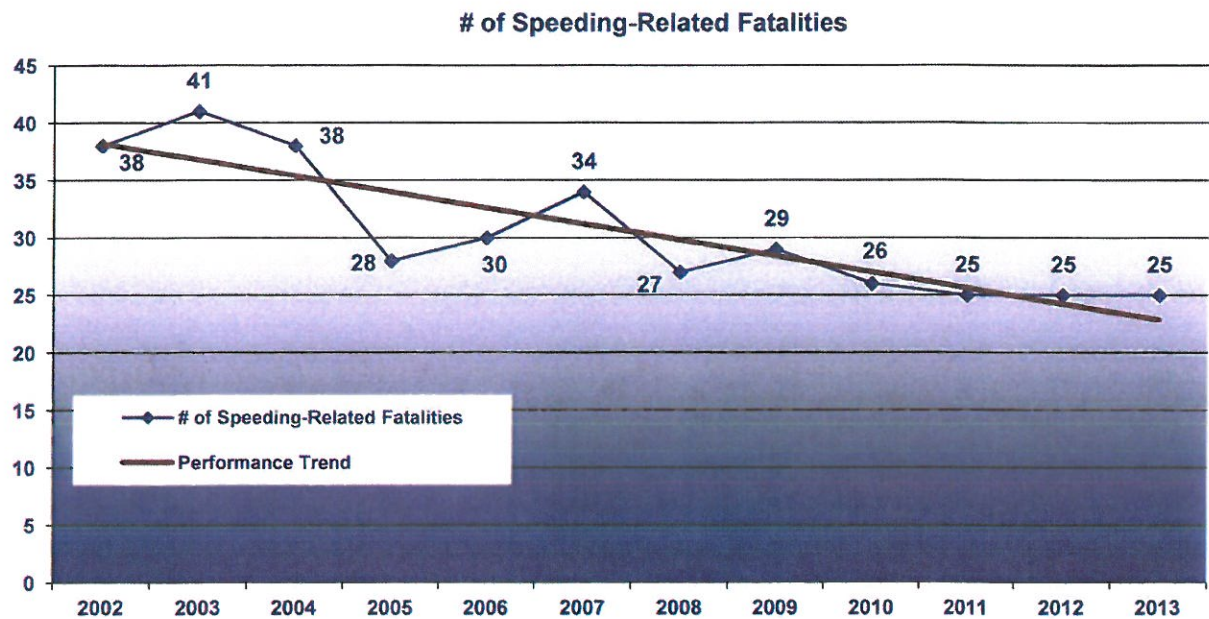
Goal: Decrease Fatalities at .08 or Above from 21 in 2008 to 14 by 2013
Baseline: 2008 Calendar Year of 21 Fatalities



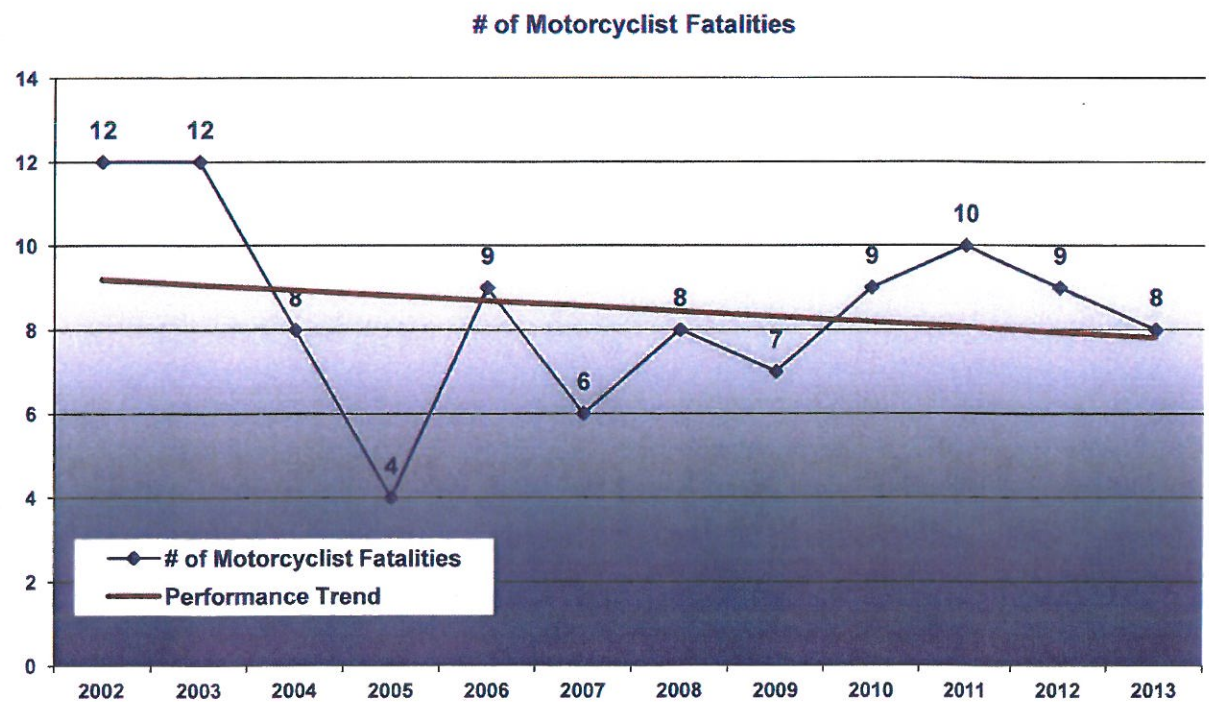
Goal: Decrease Unrestrained Fatalities from 23 in 2008 to 12 by 2013
Baseline: 2008 Calendar Year of 24 Fatalities



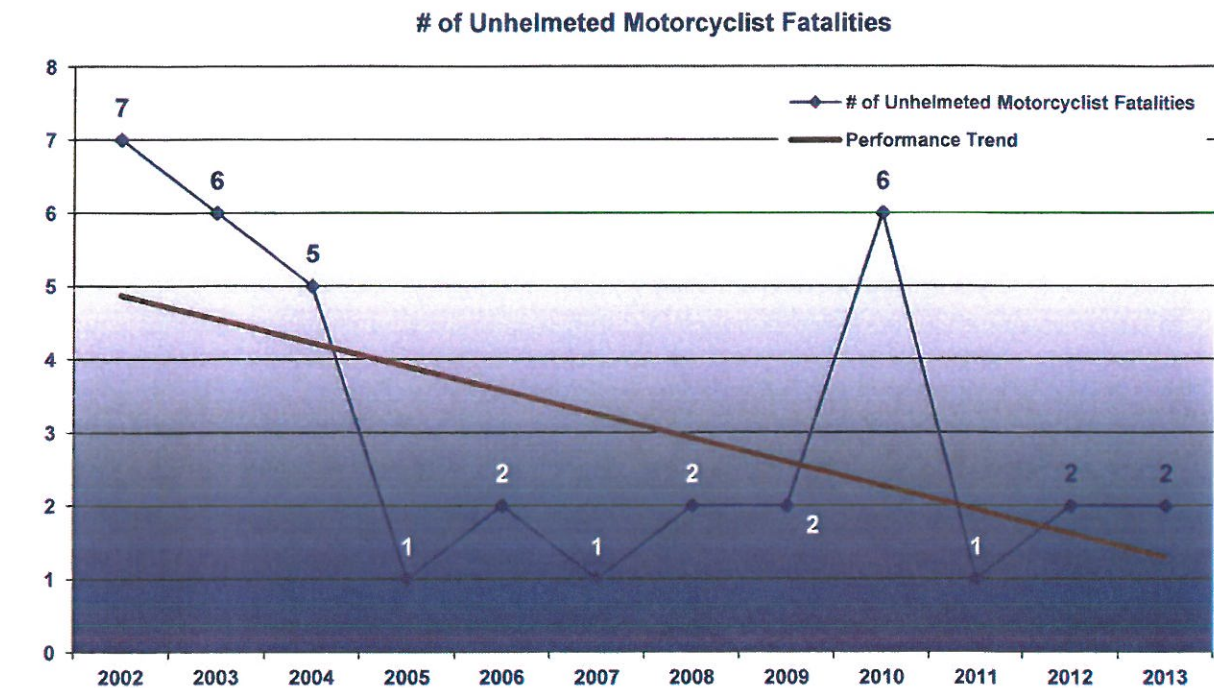
Goal: Reduce Speeding-Related Fatalities from 27 in 2008 to 25 in 2013
Baseline: 2008 Calendar Year of 27 Fatalities



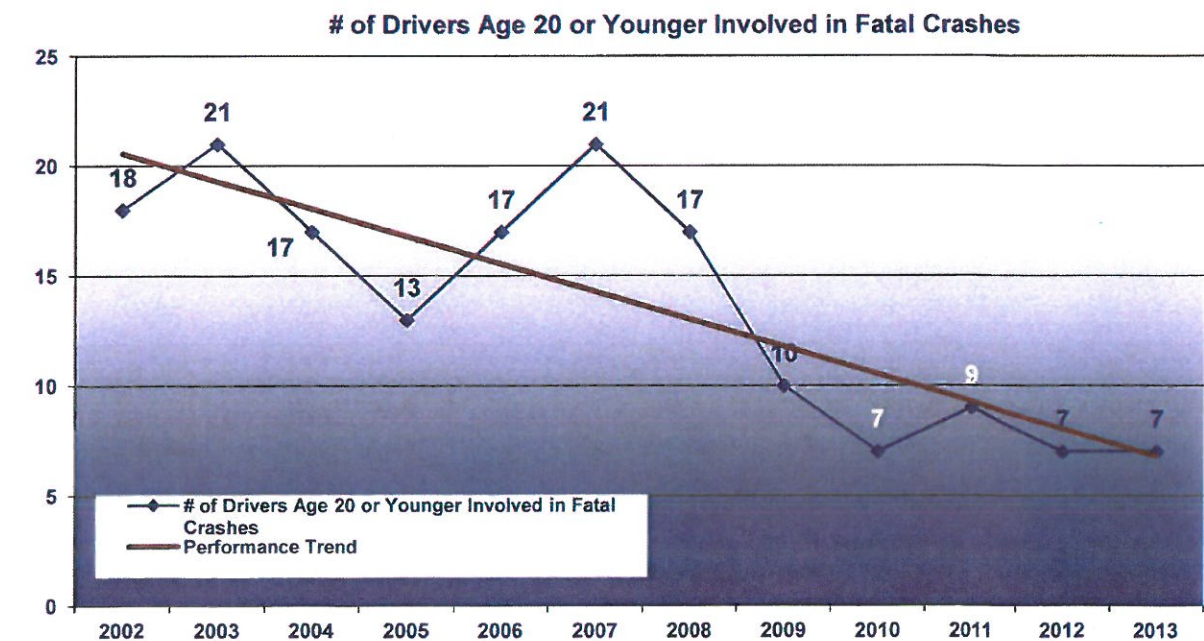
Goal: Maintain Motorcyclist Fatalities from 8 in 2008 to 8 by 2013
Baseline: 2008 Calendar Year of 8 Fatalities



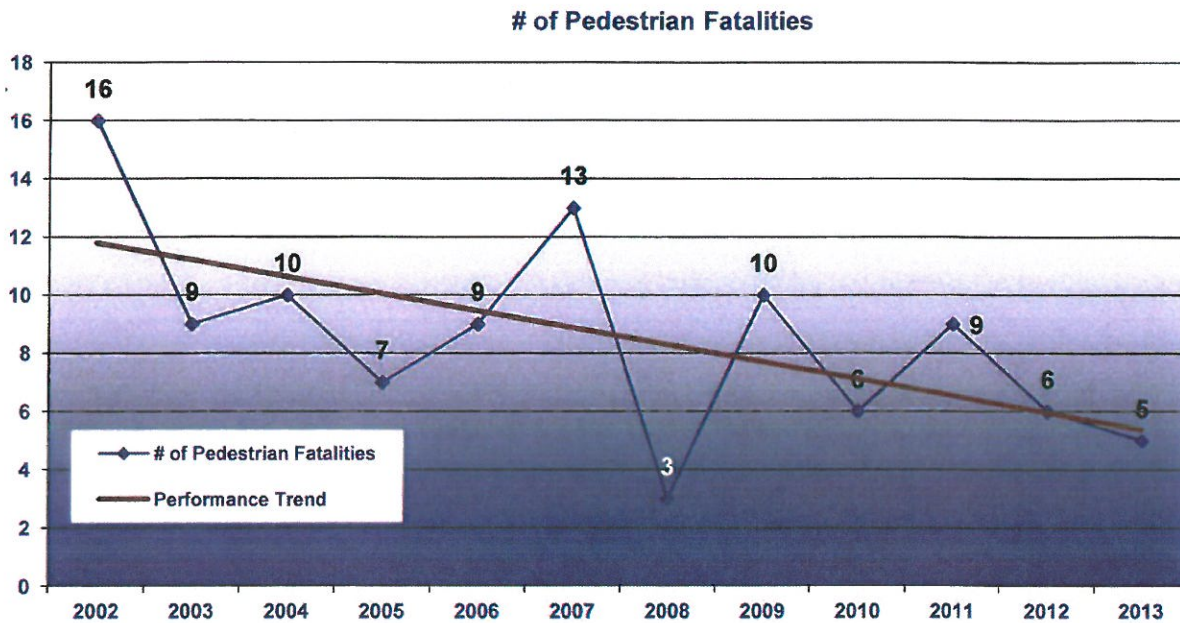
Goal: Maintain Unhelmeted Motorcyclist Fatalities from 2 in 2008 to 2 by 2013
Baseline: 2008 Calendar year of 2 Fatalities



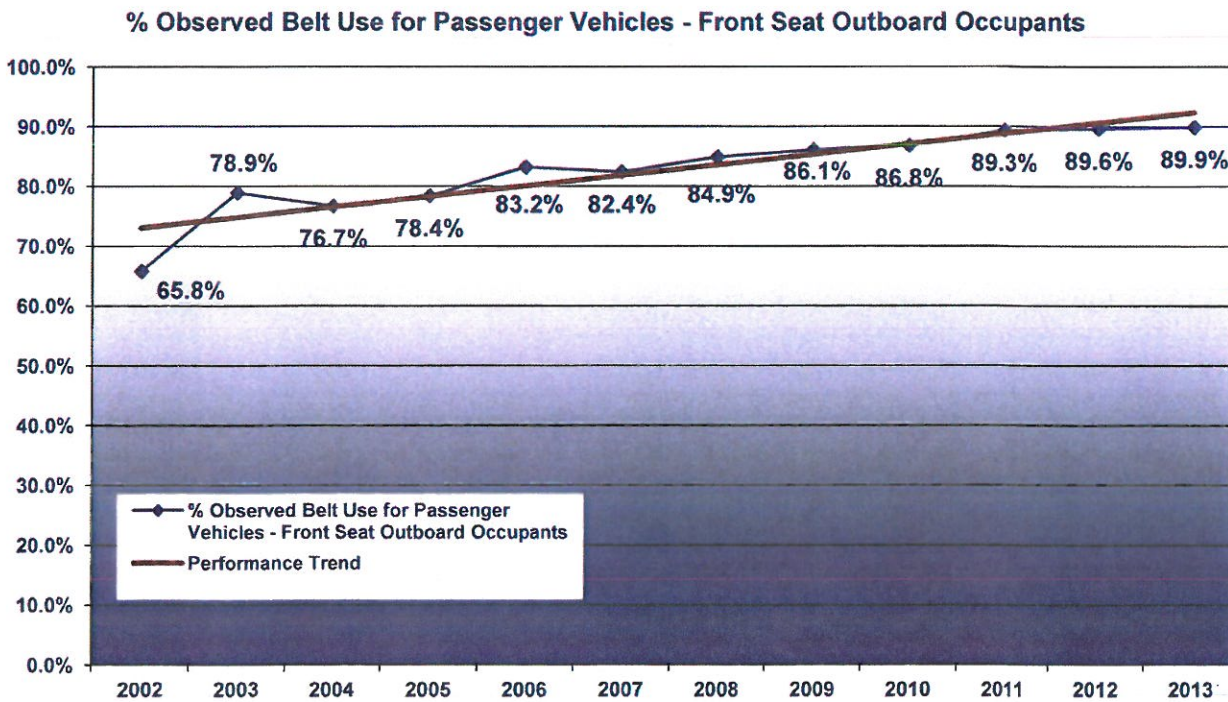
Goal: Reduce Drivers 20 or Under Involved in Fatal Crashes from 17 in 2008 to 7 by 2013
Baseline: 2008 Calendar Year of 17 Drivers



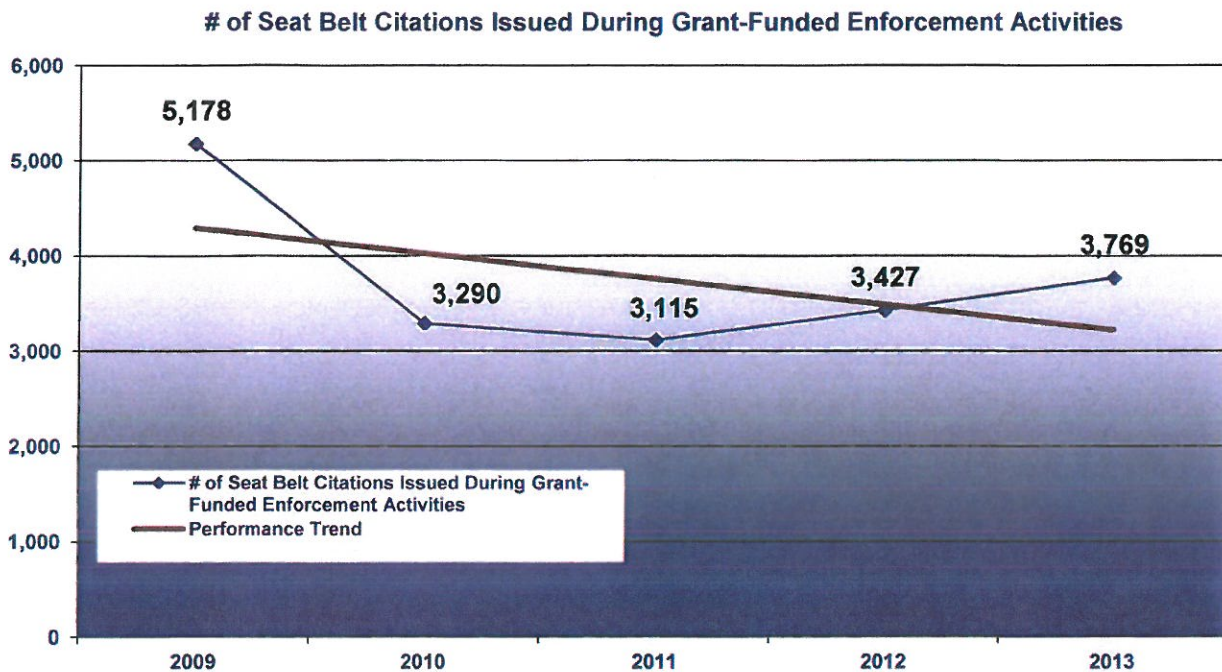
Goal: Maintain Pedestrian Fatalities at 3 by 2013
Baseline: 2008 Calendar year of 3 Fatalities



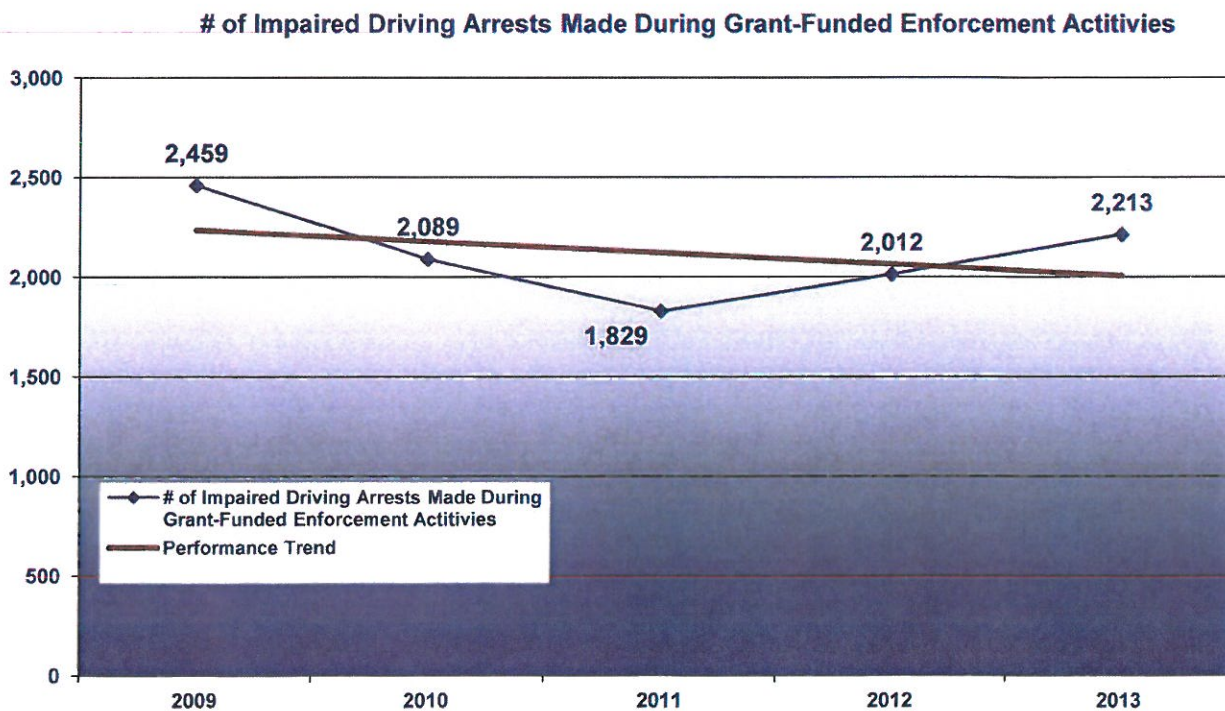
Goal: Increase Observed Belt Use from 84.9% in 2008 to 89.9% in 2013
Baseline: 2008 Calendar Year of 84.9%



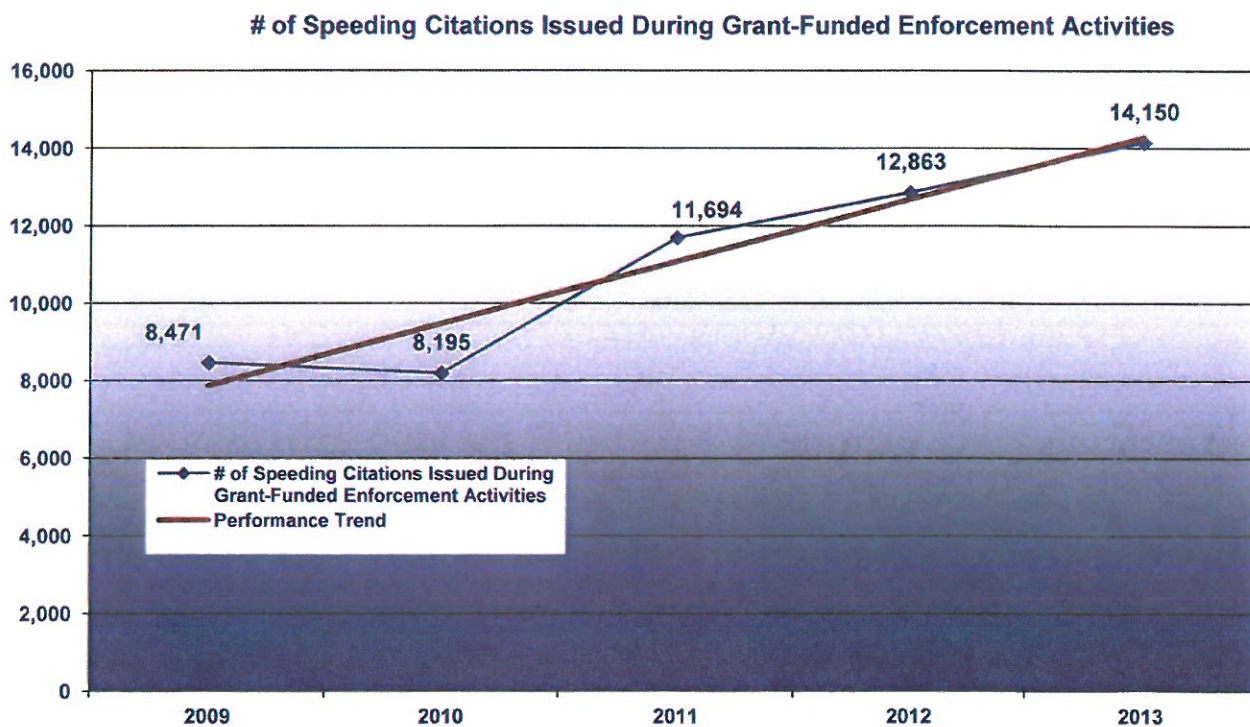
Goal: Increase Seat Belt Citations by 10% from 3,290 in 2010 to 3769 Citations in 2013
Baseline 2010 Calendar Year of 3290 Citations



Goal: Increase Impaired Driving Arrests by 10% from 2,089 Arrests in 2010 to 2,213 by 2013
Baseline: 2010 Calendar Year of 2,089 Arrests



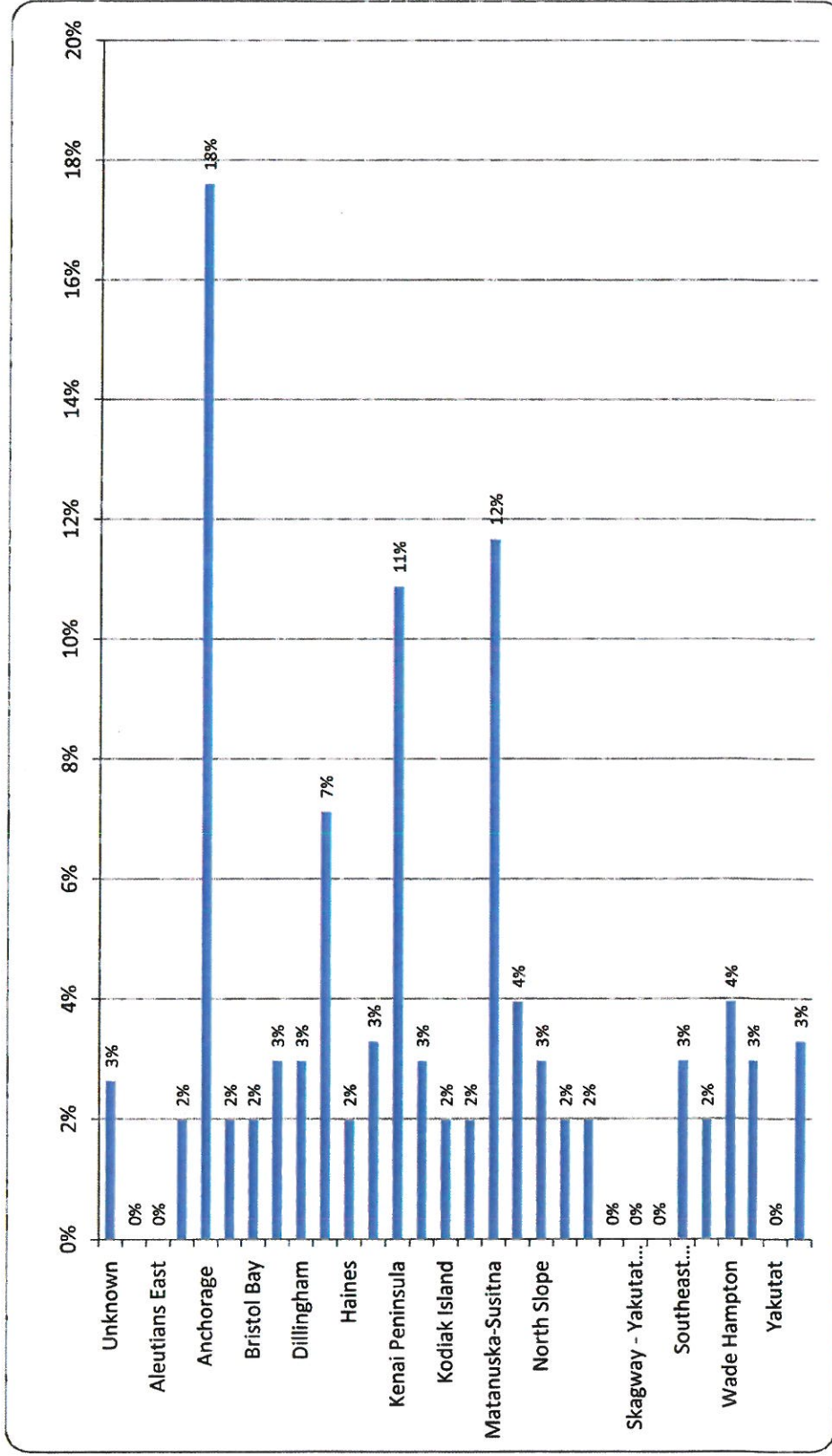
Goal: Increase Speeding Citations by from 8,195 Citations in 2010 to 14,150 citations in 2013
Baseline: 2010 Calendar Year of 8,195 Citations



Fatalities Where Driver Speeding was a Factor, by Alaska's Census Counties, 2002 - 2011

Region	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	Total	Average Annual	Average %
Unknown			2	1	1	1					4	1	3%
Aleutian Islands											0	0	0%
Aleutians East											0	0	0%
Aleutians West				1	1	1					3	1	2%
Anchorage	14	10	14	6	10	6	9	11	5	4	89	9	18%
Bethel	1										1	1	2%
Bristol Bay					1						1	1	2%
Denali					2			1			3	2	3%
Dillingham		2								1	3	2	3%
Fairbanks North Star	1	5	3	3	7	6	1	4	5	1	36	4	7%
Haines										1	1	1	2%
Juneau	1	1	2			1		3		2	10	2	3%
Kenai Peninsula	11	4	8	8	4	3	7	4	3	3	55	6	11%
Ketchikan Gateway	2					1					3	2	3%
Kodiak Island									1	1	2	1	2%
Lake and Peninsula			1		1	1					3	1	2%
Matanuska-Susitna	5	13	5	4	1	8	5	5	8	5	59	6	12%
Nome				1						3	4	2	4%
North Slope			2		1						3	2	3%
Northwest Arctic										1	1	1	2%
Prince of Wales-Outer Ketchikan			1			1	1	1			4	1	2%
Sitka											0	0	0%
Skagway - Yakutat - Angoon											0	0	0%
Skagway - Hoonah - Angoon											0	0	0%
Southeast Fairbanks	1	2		1			1		2	2	9	2	3%
Valdez-Cordova		1			1	1	1	1			5	1	2%
Wade Hampton						3				1	4	2	4%
Wrangell-Petersburg		2		1							3	2	3%
Yakutat											0	0	0%
Yukon-Koyukuk	2	1		2		2	2			1	10	2	3%
Total	38	41	38	28	30	34	27	29	25	26	316	51	100%

Fatalities Where Driver Speeding was a Factor, by Alaska's Census Counties, 2002 - 2011

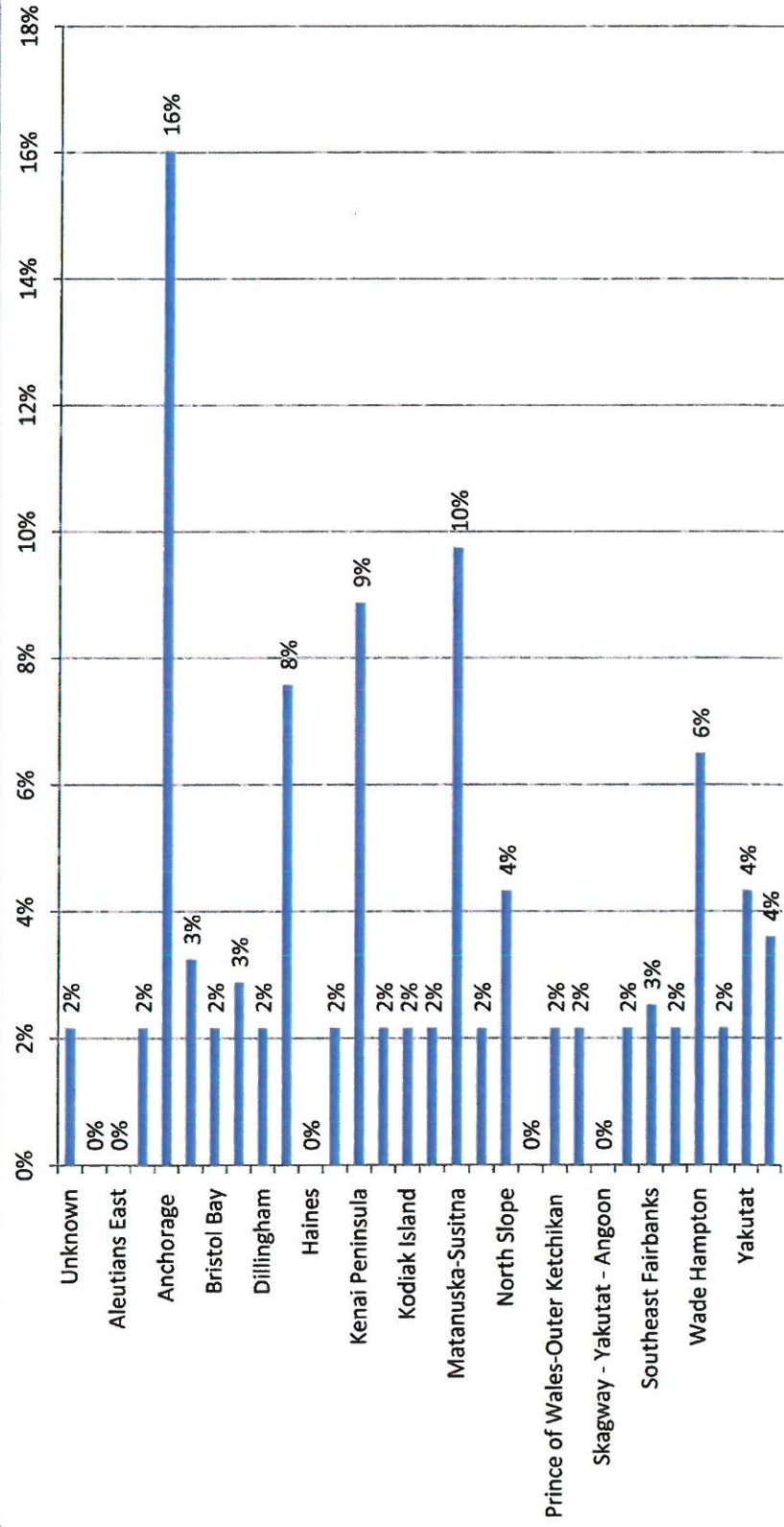


Source: Alaska Highway Safety Office

Fatalities Involving Impaired Drivers with .08+ BAC , by Alaska's Census Counties, 2001 - 2010

Region	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Total	Average Annual	Average % Annual
Unknown					1						1	1	2%
Aleutian Islands											0	0	0%
Aleutians East											0	0	0%
Aleutians West					1	1	1				3	1	2%
Anchorage	14	14	6	5	7	5	7	5	7	4	74	7	16%
Bethel	2	1									3	2	3%
Bristol Bay						1					1	1	2%
Denali	1					2		1			4	1	3%
Dillingham			1								1	1	2%
Fairbanks North Star	5	2	2	1	7	3	5	2	2	6	35	4	8%
Haines											0	0	0%
Juneau									1		1	1	2%
Kenai Peninsula	7	4	5	6	6	2	2	4	4	1	41	4	9%
Ketchikan Gateway	1			1			1		1		4	1	2%
Kodiak Island								1		1	2	1	2%
Lake and Peninsula				1		1					2	1	2%
Matanuska-Susitna	7	2	9	6	4	3	3	5	3	3	45	5	10%
Nome	1	1			1	1		1	1		6	1	2%
North Slope				2		2					4	2	4%
Northwest Arctic											0	0	0%
Prince of Wales-Outer Ketchikan							1				1	1	2%
Sitka				1							1	1	2%
Skagway - Yakutat - Angoon											0	0	0%
Skagway - Hoonah - Angoon											1	1	2%
Southeast Fairbanks	1		2		1		1	1		1	7	1	3%
Valdez-Cordova				1					1		2	1	2%
Wade Hampton							3				3	3	6%
Wrangell-Petersburg				1							1	1	2%
Yakutat				2							2	2	4%
Yukon-Koyukuk	2	3	2		1		1	1			10	2	4%
Total	41	28	27	27	29	21	25	21	20	16	214	46	100%

Fatalities Involving Impaired Drivers with .08+ BAC, by Alaska's Census Counties, 2001 - 2010

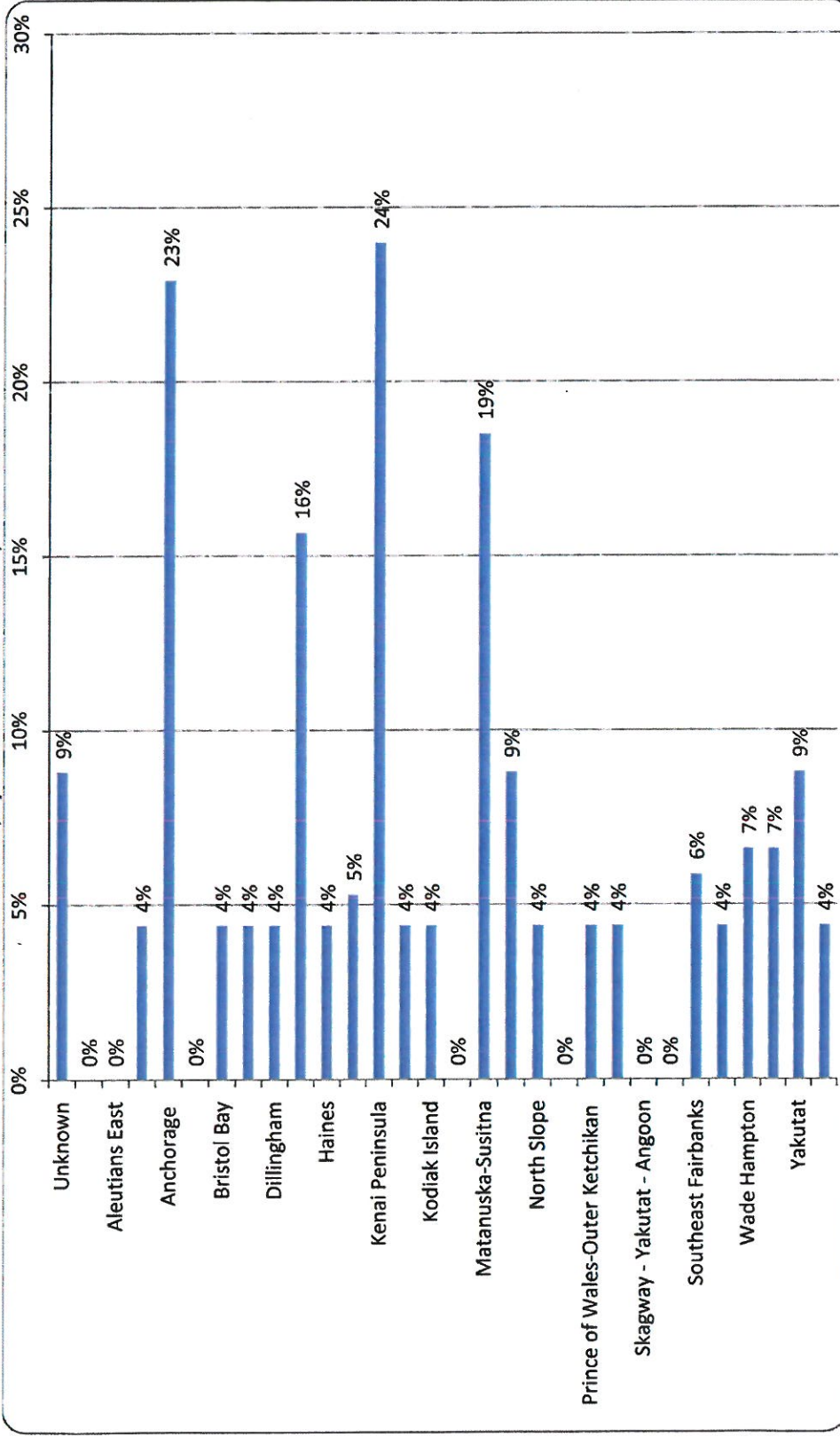


Source: Alaska Highway Safety Office

Unbelted Fatalities, by Alaska's Census Counties, 2002 - 2011

Region	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	Total	Average Annual	Average % Annual
Unknown		3		1							4	2	9%
Aleutian Islands											0	0	0%
Aleutians East											0	0	0%
Aleutians West						1					2	1	4%
Anchorage	8	7	9	4	3	6	7	3	3	2	52	5	23%
Bethel											0	0	0%
Bristol Bay					1						1	1	4%
Denali					1				1	1	3	1	4%
Dillingham										1	1	1	4%
Fairbanks North Star	2	3	4	2	4	10		2	3	2	32	4	16%
Haines										1	1	1	4%
Juneau			1			1		1	1	2	6	1	5%
Kenai Peninsula	8	6	4	8	3	3	9	1		7	49	5	24%
Ketchikan Gateway	1					1					2	1	4%
Kodiak Island									1	1	2	1	4%
Lake and Peninsula											0	0	0%
Matanuska-Susitna	3	7	7	6	3	1	6	2	3	4	42	4	19%
Nome										2	2	2	9%
North Slope			1								1	1	4%
Northwest Arctic											0	0	0%
Prince of Wales-Outer Ketchikan			1			1	1	1			4	1	4%
Sitka					1						1	1	4%
Skagway - Yakutat - Angoon											0	0	0%
Skagway - Hoonah - Angoon											0	0	0%
Southeast Fairbanks	1	2	2			1			1	1	8	1	6%
Valdez-Cordova	1		1			1		1			4	1	4%
Wade Hampton						2			1		3	2	7%
Wrangell-Petersburg		2		1							3	2	7%
Yakutat			2								2	2	9%
Yukon-Koyukuk								1		1	2	1	4%
Total	24	30	32	22	17	28	23	12	13	26	227	23	185%

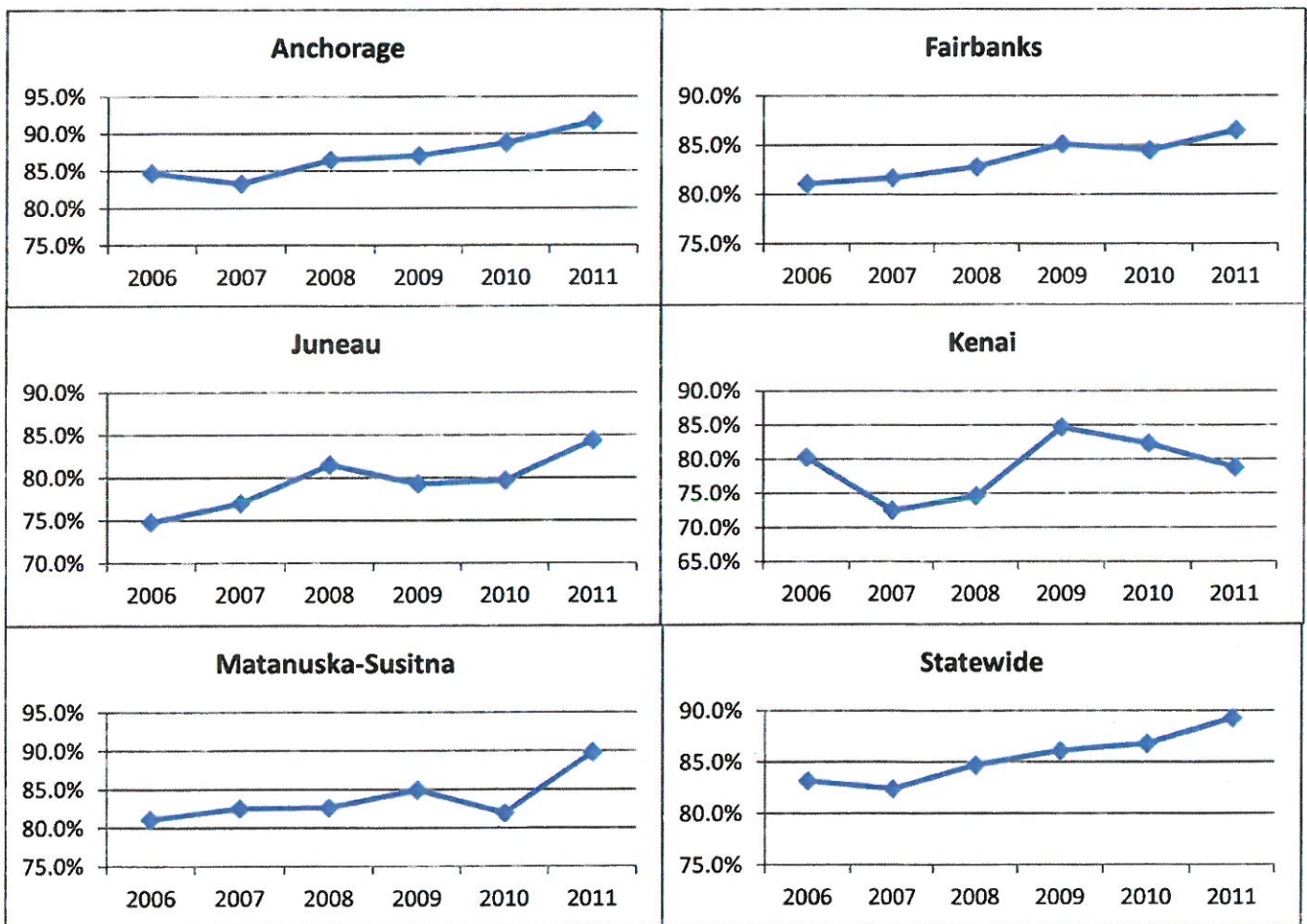
Unbelted Fatalities, by Alaska's Census Counties, 2002 - 2011



Source: Alaska Highway Safety Office

Observed Occupant Restraint Use by Borough

	2006	2007	2008	2009	2010	2011
Anchorage	84.7%	83.3%	86.5%	87.1%	88.8%	91.7%
Fairbanks	81.1%	81.7%	82.8%	85.1%	84.5%	86.5%
Juneau	74.8%	77.0%	81.5%	79.3%	79.7%	84.4%
Kenai	80.3%	72.5%	74.6%	84.7%	82.3%	78.8%
Matanuska-Susitna	81.1%	82.5%	82.6%	84.9%	81.9%	89.8%
Statewide	83.2%	82.4%	84.7%	86.1%	86.8%	89.3%

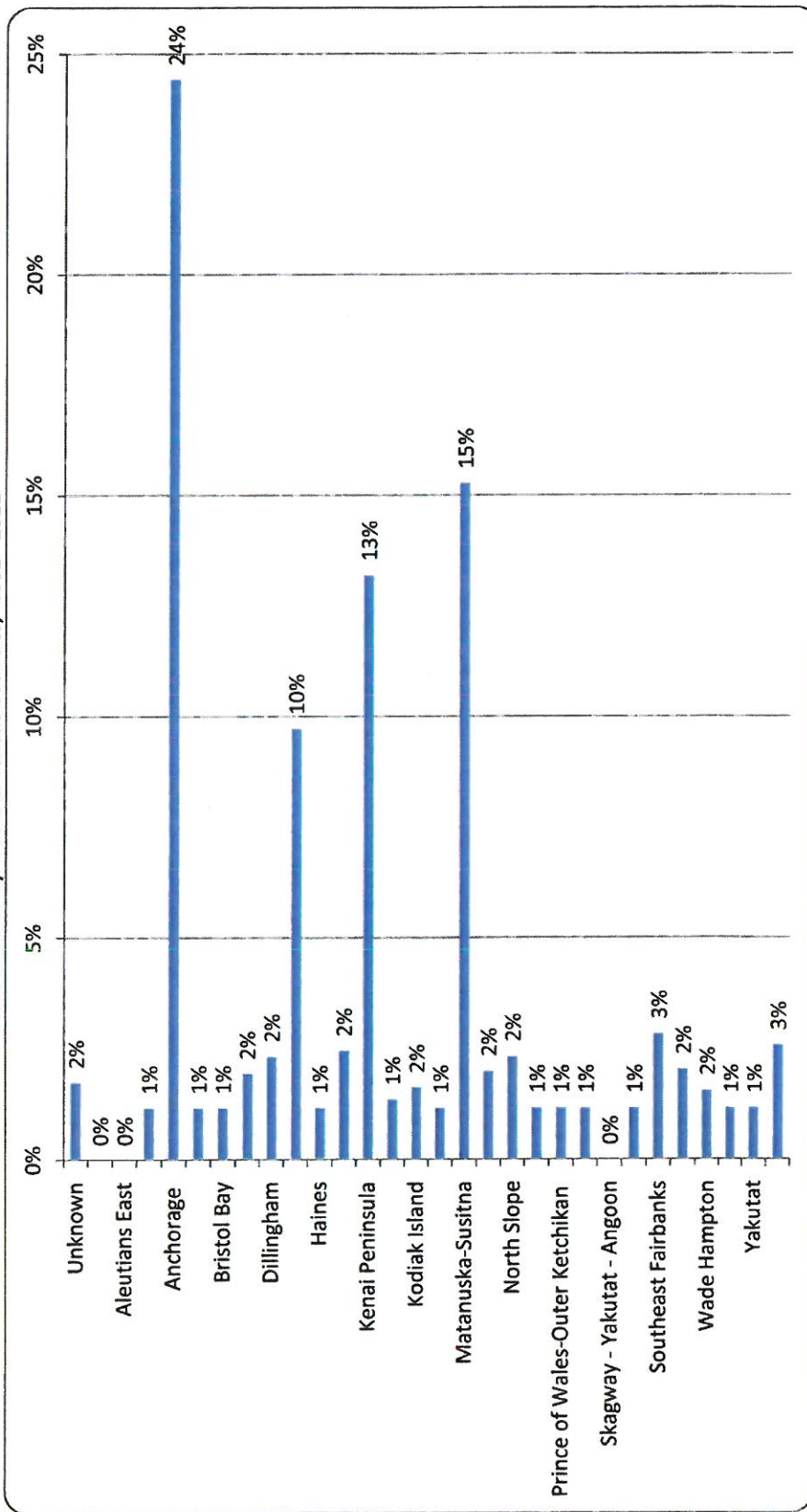


Source: Alaska Seat Belt Observation Surveys, Alaska Injury Prevention Center

Fatal Crashes by Alaska's Census Counties, 2002 - 2011

Region	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	Total	Average Annual	Average % Annual
Unknown		2	2	1	1						6	2	2%
Aleutian Islands											0	0	0%
Aleutians East											0	0	0%
Aleutians West				1	1	1					3	1	1%
Anchorage	32	24	28	18	20	25	16	21	12	15	211	21	24%
Bethel	1	1									2	1	1%
Bristol Bay					1						1	1	1%
Denali			2		3		2	1	1	1	10	2	2%
Dillingham		3						1		2	6	2	2%
Fairbanks North Star	4	7	9	10	11	18	3	5	12	5	84	8	10%
Haines			1							1	2	1	1%
Juneau	4	2	3	1	1	1		3	1	3	19	2	2%
Kenai Peninsula	11	14	15	10	11	7	14	10	7	15	114	11	13%
Ketchikan Gateway	1		1		1	2		1	1		7	1	1%
Kodiak Island	1			1			2		1	2	7	1	2%
Lake and Peninsula	1		1		1	1				1	5	1	1%
Matanuska-Susitna	11	24	20	17	11	9	9	10	12	9	132	13	15%
Nome	2	1		1	2		2	2		2	12	2	2%
North Slope			2		2						4	2	2%
Northwest Arctic	1		1							1	3	1	1%
Prince of Wales-Outer Ketchikan			1			1	1	1	1		5	1	1%
Sitka	1	1	1		1						4	1	1%
Skagway - Yakutat - Angoon											0	0	0%
Skagway - Hoonah - Angoon	1										1	1	1%
Southeast Fairbanks	3	3	4	1	1	3	2		2	3	22	2	3%
Valdez-Cordova	1	1	3	2	2	2	1	2			14	2	2%
Wade Hampton						2		1		1	4	1	2%
Wrangell-Petersburg		1	1	1							3	1	1%
Yakutat			1								1	1	1%
Yukon-Koyukuk	3	3		2	1	3	3	1	2	2	20	2	3%
Total	78	87	96	66	71	75	55	59	52	63	702	86	100%

Fatal Crashes by Alaska's Census Counties, 2002 - 2011



Source: Alaska Highway Safety Office

THE GOAL SETTING PROCESS

Performance goals and objectives have been determined with 2013 as the year by which we expect to meet these objectives. Progress toward reaching these goals is expected to be linear.

Performance goals for each program are established by AHSO staff, after taking into consideration the reliable data that represents the outcomes of the program. Performance measures incorporate elements of the long range goals of the Alaska Strategic Traffic Safety Plan, recommendations by the Alaska Traffic Records Assessment, Impaired Driving Assessment and nationally recognized measures. Both long-range (by the year 2030) and short-range (2013) measures are utilized and updated annually.

The goals identified in this report were determined during the problem identification process. These goals are accompanied by appropriate performance measures using absolute numbers, percentages or rates. Data for a three to ten-year period was utilized in setting these goals. AHSO recognizes that the achievement of these goals is dependent on the collaborative and ongoing efforts of other agencies and organizations involved in improving highway safety.

Federal and State legislation is also observed. Recent state legislation includes motorcycle safety month and the federally recognized child passenger safety law.

Partnerships exist from the creation of the Alaska Strategic Traffic Safety Plan. The Alaska Traffic Records Coordinating Committee reviews the Section 408 traffic record grant applications. The Alaska Motorcycle Safety Advisory Committee reviews Section 2010 motorcycle safety grant applications. The four regional Law Enforcement Liaisons are members of the AHSO grant review team.

A Safety Corridor Review team consists of the Bureau of Highway Patrol Commander, the Central Region Traffic Engineer and the Alaska Highway Safety Office Administrator. The team conducts an annual road review of designated and prospective safety corridors. A report with recommendations is provided to the Commissioners of Transportation & Public Facilities, and Public Safety.

The initial planning meetings are attended by AHSO staff and allow for a review of previous year comments on prior activities (by Federal, State and local partners), the assignment of staff to assist with the drafting of the HSPP program areas, the development of an initial budget and the production of rough drafts for each program area.

The Alaska Highway Safety Office meets with agencies during the annual Alaska Strategic Enforcement Partnership (ASTEP) Summit and the NHTSA Lifesavers Conference. The AHSO works with inter-agency groups, State and local government agencies, community coalitions and many others to develop the annual Performance Plan. The Alaska Traffic Records Coordinating Committee and the TraCS Steering Committee meet once a month and the Alaska Motorcycle Safety Advisory Committee meets five times a year. The four Regional Law Enforcement Liaisons and the Bureau of Highway Patrol Commander have teleconferences four times a year.

Once an initial draft is produced, the HSPP development meetings include other AHSO traffic safety partners for solicitation of comments and input on potential strategies. Regional NHTSA and Divisional Federal Highway Administration (FHWA) representatives support AHSO during the planning process and provide input and make recommendations.

The AHSO strives to prevent the loss of life, personal injury, and property damage caused by traffic crashes and to reduce the resulting economic losses to the residents of Alaska.

The efforts necessary to reach these goals require partnering with public agencies and special interest groups to foster the sense of cooperation vital to accomplishing the mission.

Project prioritization and selection is conducted as Alaska selects countermeasures which have the greatest potential for achieving the goals and objectives:

1. Establish program targets. These can be defined as opportunities for making the most progress in reducing crashes, injuries and fatalities.

2. Research good practice. Specialists and professionals related to a specific program area are consulted; since they are most likely have a good feel for what will work in Alaska. In addition, The Governor's Highway Safety Association (GHSA) and NHTSA are consulted since there may have already created, implemented and evaluated programs applied to the specific targets under consideration. Researching good practice may reveal opportunities for replication.

3. Study the available resources and define priorities in terms of programs, legislation, etc. Studying data and environmental conditions leads to the identification of programs targets, but resources are limited and will never stretch to cover all opportunities for improvement; therefore, priorities must be identified. Careful strategy is critical because at first a problem may appear to simply need funding and other resources in and successfully reduce crashes, deaths and injuries. However, policy issues, advocacy groups, leadership priorities, the community awareness level and other factors may also influence resource allocation.

4. Limited resources require the selection of certain projects which will save the most lives and prevent the most injuries. The analysis of crash data will identify high crash locations where the placement of grant resources will have the most potential for achieving a positive impact. Targeting resources to problems in specific locations with overrepresented crash characteristics is essential for making the best use of limited resources.

THE HIGHWAY SAFETY PLANNING PROCESS

Month	Activity
January	Debrief the previous year's program results with staff and review the NHTSA Regional Office Priority Letter to help set State goals. Conduct problem identification process, including review of Alaska traffic crash data and other related data sources.
February	Host an annual internal planning session to guide funding distribution and overall direction of the traffic safety program.
March	Convene program area sessions to assist with creating specific goals, strategies and performance measures within each program area. Request input from partner agencies and stakeholders on program area direction and potential strategies.
April - May	Post sub grantee RFP on AHSO web site. Determine revenue estimates and draft an initial HSPP budget.
June – July	Draft the HSPP Performance Plan and Highway Safety Plan for internal review draft HSPP with Department officials and other appropriate local, State and Federal officials. Develop AHSO in-house grants. Invite AHSO Grant Advisory Review Team to review selected project proposals.
August	Conduct AHSO final internal review of HSPP for compliance with Federal requirements, completeness and accuracy. Submit HSPP for approval by Program Development Division Director and Department Commissioner. Review project proposals and make selections. Finalize HSPP budget.
September 1	Submit the final HSPP to NHTSA Regional Office for review. Notify successful applicants and develop final grant agreements. Obtain approval for grants and contracts from the appropriate Department officials. Submit AHSO in-house grants for Department approval.
October 1	Issue Notice To Proceed to selected grantees. Implement HSPP, grants and contracts.
November	Begin preparation of annual evaluation report for previous fiscal year.
December 31	Submit annual evaluation report to NHTSA Regional Office.

PARTICIPATING AGENCIES:

Alaska Motorcycle Safety Advisory Committee

The purpose of the Alaska Motorcycle Safety Advisory Committee(AMSAC) is to recognize and engage the expertise which exists within the state that includes individuals knowledgeable and experienced in the issues of motorcycle safety and roadway operations in order to advise the Governor and the Commissioner of Transportation and Public Facilities concerning rider education & training, impaired motorcycle driver enforcement, motorist awareness of motorcycles , road hazards unique to motorcycles, and other matters relating to motorcycle safety.

Voting members:	Location	Involvement
McCrummen, Dan, CHAIR	Southeast	MSF Rider Coach; President, Juneau ABATE
Coffey, Dan, CHAIR	South Central	MSF Rider Coach; Legislative Liaison, ABATE of Alaska
Breshears, Craig, MEDIA CHAIR	South Central	MSF Rider Coach; President, ABATE of Alaska
McFail, Boyd	South Central	Motorcycle enthusiast
Mitchell, Chuck	Northern	Motorcycle enthusiast
Rogers, Cris	South Central	Anchorage Racing Lions
Matteson, Barry	South Central	Alaska Motorcycle Dealers Association- The House of Harley
Non-voting state members:	Location	Agency
Joanne Olsen	Northern	Operating Licensing and Vehicle Registration
Captain Hans Brinke	Central	Law Enforcement
Vacant	Southeast	AK Highway Safety Office

Alaska TraCS Steering Committee

The TraCS Steering Committee was formed to oversee TraCS implementation in Alaska. This committee includes agency personnel from Alaska DOT&PF, Alaska Court System, Division of Motor Vehicles, Department of Public Safety, the Department of Health & Social Services, the Alaska Railroad Corporation Police, the Soldotna Police Department, and the Anchorage Police Department.

ALASKA TRAFFIC RECORDS COORDINATING COMMITTEE FEDERAL OBSERVERS (NON-VOTING)			
Name	Organization	Phone	Email
Ambrosia Bowlus	H&SS	907-334-4471	ambrosia.bowlus@alaska.gov
Bonnie Walters	TDS, DOT&PF	907-465-6996	bonnie.walters@alaska.gov
Helen Sharratt	AK Court System	907-264-0853	hsharratt@courts.state.ak.us
Jonathan O'Quinn, Chair	DMV, DOA	907-269-5559	jonathan.oquinn@alaska.gov
Katie Breci	Alaska Railroad Corporation	907-265-2530	brecik@akrr.com
Lt. Kat Peterson, Vice Chair	AST, DPS	907-269-4532	kat.peterson@alaska.gov
Tim Larrabee	DPS	907-269-5701	alden.larrabee@alaska.gov
Ulf Petersen	MSCVE, DOT&PF	907-365-1212	ulf.petersen@alaska.gov
Vacant	AHSO, DOT&PF	907-465-4374	

Law Enforcement Liaison

The Alaska Highway Safety Office and the National Highway Traffic Safety Administration Pacific Northwest Office work with the Juneau, Fairbanks, Kenai and Wasilla Police Departments to foster Alaska's Law Enforcement Liaison (LEL) program. Trained LEL Officers serve as a bridge of communication between the Highway Safety Office and state and local law enforcement agencies to improve the development and implementation of statewide initiatives focusing on traffic safety, education, and law enforcement.

Alaska's Law Enforcement Liaisons

- Juneau-Officer Blain Hatch
- Fairbanks-Lt. Daniel Welborn
- Kenai-Officer Jay Sjogren
- Wasilla-Sergeant William Rapson

2011 TELEPHONE SURVEY

Prepared by: Jean Craciun
Under Contract with Alaska Injury Prevention Center
For
The Alaska Highway Safety Office,
Alaska Department of Transportation & Public Facilities

EXECUTIVE SUMMARY

SUMMARY RESEARCH FINDINGS

A. BACKGROUND

- As in 2010, about a quarter of respondents (28%) drive fewer than 50 miles per week.
- The percentage of respondents who drive a car, as opposed to a larger vehicle, is higher in 2011 (43%) than in 2010 (36%).
- The average number of drivers per vehicle is 2.72, which was the same figure in 2010.
- Nine percent of respondents were speaking on a cell phone while answering the survey.

B. SAFETY EFFORTS

New questions concerning safety corridors were asked this year. Most people (69%) had heard of safety corridors. Of those that had heard of the corridors:

- Forty-one percent thought safety had improved in the corridors.
- About two-thirds (65%) had seen police or troopers in the safety corridors.
- Only about one third (32%) thought the policing of these highway stretches had increased, and about half (49%) thought it had stayed the same.

Other safety findings:

- Most of the respondents (81%) think the use of headlights day and night has improved highway safety "somewhat" or "a lot".
- Rumble strips are nearly as effective according to the respondents (76%).
- Nearly as effective is the practice of individuals calling 911 to report reckless driving (72%).

C. SEATBELT USAGE

- Forty percent of the respondents had heard of seatbelt enforcement in the last 60 days, fewer than in 2010 (55%). Expectation of enforcement is no higher than last year.
- Nevertheless, as in 2010, nine in ten respondents said they always wore a seatbelt.

D. DRINKING AND DRIVING

- Being arrested for driving after drinking is considered a pretty sure thing by only 30% of the drivers surveyed (9% "almost certain" and 21% "very likely"). This is considerably lower when compared to 2010 (44%).
- The perception of how the courts treat drunk driving has remained about the same (27% "very tough" and 42% "somewhat tough" compared to 26% and 44% in 2010).

- The same percentage of respondents in 2011 and 2010, (67%), has read, seen or heard of drunk-driving enforcement in Alaska within the last 60 days.
- Nevertheless, only 18% admit to having a drink within two hours of driving in the last 60 days, compared to 27% last year.
- As in 2010, 69% of surveyed Alaskans think underage drinking is a serious problem in Alaska.

E. SPEEDING

- Eighty-one percent of the drivers admitted to driving faster than 35 miles per hour in a 30-mile-per-hour speed zone at least occasionally.
- Fewer, (63%), said they occasionally drive faster than 70 miles per hour in 65-mile-per-hour speed zone. The comparable percentages for 2010 were 79% and 58%, respectively.
- Interestingly, only 36% had read, seen or heard anything about speed enforcement by police in the last 60 days. In 2010, the figure was 44%.
- Only 22% thought getting a speeding ticket was “almost certain” or “very likely” compared to 29% in 2010.

F. HEADLIGHTS

- As in 2010, about half of the drivers (52%) always use headlights in daylight, and 16% do so most of the time.
- A large majority, 81%, thinks using headlights in daylight hours makes it safer.

G. CELL PHONE

- The percentage of drivers who admit to regularly talking on a cell phone while driving (at least every two or three times they drive) has risen in the last year from 19% to 24%.
- Forty-eight percent say they talk within the range of “sometimes” to “not often” compared to 42% in 2010.
- The percentages of people who both make and answer calls in their cars have not changed in the last year, nor has the percentage that make calls in towns rather than rural areas.
- Twenty-three percent admitted to texting while driving, at least sometimes, and this is up from 14% in 2010.
- Forty-three percent of the cell phone users have hands-free phones in their cars, up from 36% in 2010.
- Three percent of the households have no cell phone at all, down from 7% in 2010.

H. BOOSTER SEATS

- Thirty-five percent of the respondents have a child aged four to eight in the household, and 91% of those tots always ride in a booster seat. This percentage has improved since 2010 (80%).

I. DEMOGRAPHICS

- Forty percent of the sample is male and 60% is female. The median age is 39 years.
- Forty-four percent of the sample had graduated from college. Eighty-four percent are Caucasian.

ALASKA HIGHWAY SAFETY OFFICE PRIORITIES

The Alaska Highway Safety Office has identified the following as priorities:	
1.	Impaired Driving
2.	Seat belt Usage
3.	Speeding (Aggressive) Driving
4.	Distracted Driving
5.	Motorcycle Safety
6.	Teen Drivers
7.	Designated Safety Corridors

1. Impaired Driving

Impaired driving is the number one priority for the Alaska Highway Safety Office, because it is a preventable crime. Alaska has experienced a declining trend in traffic fatalities since 1977 but alcohol remains the most common factor. Alcohol and drug use continues to be a major contributing factor to motor vehicle crashes and fatalities in Alaska. Alcohol was a factor in 32 percent of traffic fatalities in 2011, 34 percent in 2010, and 41 percent in 2009. These figures include non-occupant persons (e.g. pedestrians, pedal cyclists, etc.) in addition to drivers and passengers of motor vehicles.

2. Seat Belt Usage

53 percent of fatalities in seatbelt equipped vehicles were unbelted in 2011, compared to 35 percent in 2010 and 30 percent in 2009. Alaska's observed seat belt usage has risen from 65.8 percent in 2002 to 89.3 percent in 2011. Beginning in May 2002, Alaska adopted the national enforcement and media campaign "Click It or Ticket," and the Primary Seatbelt Law became effective on May 1st, 2006. Alaska has remained above the national average since 2006 and we have passed our goal of 88.1 percent usage rate for 2011.

3. Speeding (Aggressive) Driving

According to FARS, 37 percent of traffic fatalities in 2011, 41 percent in 2010 and 45 percent in 2009 involved speed. The updated Strategic Traffic Safety Plan includes an Aggressive Driving Task Force to work closely on this problem through education, enforcement, engineering and policy strategies. Speeding, or aggressive driving, is not a new practice in the US, but it is a growing phenomenon. It is difficult to calculate the size of the problem in Alaska because the behavior is not defined in law. This behavior usually involves speeding as well as other factors, e.g. following too closely, improper lane change, etc. Speeding is often the most egregious factor in aggressive driving crashes.

4. Distracted Driving

Distracted driving data is lacking at both the state and national level, but public perception views this behavior as a growing problem. The National Highway Traffic Safety Administration policy recommends drivers refrain from using a cell phone while driving. According to the Governor's Highway Safety Association (GHSA), drivers visibly manipulating electronic devices (such as for texting) at any given moment has more than doubled from .04 percent to 1 percent. From 2002-2009 there were a total of 102,634 motor vehicle crashes in Alaska and 442 involved cell phone use. Of the cell phone involved crashes, 245 crashes resulted in property damage only, 175 crashes resulted in minor injuries, 20 crashes resulted in major injuries, and only 2 crashes were fatal.

5. Motorcycle Safety

Alaska, like other states in the nation, is experiencing an increase in the number of crashes involving motorcycles and subsequently an increase in motorcycle fatalities. According to DMV, there were 30,991 registered motorcycles out of 932,441 registered vehicles in 2011. In 2010 there were 30,195 registered motorcycles out of 915,371. According to the Fatality Analysis Reporting System (FARS), 10 of the 72 traffic fatalities in 2011 were motorcycle-related, compared to 9 out of 56 in 2010 and 7 out of 64 in 2009. The increase in motorcycle registration coincides with the increase in motorcycle fatalities in Alaska.

6. Teen Drivers

Every year teens account for approximately 20 percent of the fatalities and major injuries that occur on Alaska's roads and highways. Nearly half of these deaths can usually be prevented by simply buckling-up or not drinking and driving. Drivers age 15 to 19 represent on average 7 percent of Alaska's licensed drivers, but have been involved in approximately 11.58 percent of traffic crashes where at least one person was killed. Drivers age 20 to 24 represent on average 10 percent of licensed drivers in Alaska, but have been involved in approximately 18 percent of fatal traffic crashes; higher than any other age group. Alaska, like every other state, faces a problem with young drivers. These drivers are less likely to recognize and adjust for hazards on the road due to lack of experience and the maturity necessary for good judgment. Hence, they have a lower belt use rate than other segments of the population and they often drive too fast and/or impaired.

7. Designated Safety Corridors

Alaska's Safety Corridors' are the result of not having interstate construction or access controls. Deaths and injuries are occurring because principal highways are being used to serve all purposes, from high speed, long distance travel and freight hauling to short trip main streets for landowners, neighborhood and cities. A lack of road hierarchy exists. Direct commercial and residential access has been allowed linearly and continuously to minimize infrastructure costs. Parallel and secondary roads are unattractive and uncompetitive as long as primary highway frontage is available. Conflicts exist between long haul trucks, gravel trucks, tour buses, RV's and local turning traffic, as well as bicycles, school bus stops, and even children-at-play. Traffic signals are being added for gaps and turning crash reduction. Signals eventually form a chain of stops every quarter mile or less. Center two-way left turn lanes are in demand. Average travel speeds the drop below 45 MPH. This trend is faced on 50 mile long segments of each of the four main southcentral highways. The worst segments have fatality rates up to twice the national average, severe injury levels twice the statewide average, and congestion exceeding carrying capacity. As the need for freeways becomes evident, the cost and available routes become out of reach for existing programs. In the interim, multiagency efforts to implement Safety Corridors' have decreased serious crashes by half, but crashes, congestion, and delays remain. Eliminating Safety Corridors' requires more significant and comprehensive upgrades.

EQUIPMENT VALUED AT OVER \$5,000

Any equipment purchased with federal traffic safety funds must be approved in advance by NHTSA Region 10.

At this time there are no plans to purchase equipment; AHSO will submit written requests for approval if the need to purchase additional equipment valued over \$5,000 arises.

HIGHWAY SAFETY PLAN

SECTION 402:

PLANNING & ADMINISTRATION

Project Number: 402 PA 2013-13-00-00
Project Title: Planning and Administration
Budget: \$176,200

Project Description: Personnel, operating costs, travel expenses and contractual services will provide the statewide program direction, financial and clerical support, property management, and audit for the 402 statewide programs.

ALCOHOL

Project Number: 402 AL 2013-13-01-00
Project Title: AHSO Alcohol Statewide Services
Budget: \$ 445,800

Project Description: Support statewide and local agencies and organizations reduce the incidence of impaired driving by providing training, equipment and education, to reduce impaired driving traffic crashes, fatalities, and serious injuries. .

Project Number: 402 AL 2013-13-01-01
Project Title: AHSO Alcohol Program Area Management
Budget: \$ 15,000

Project Description: Personnel costs, data analysis, and other incidentals to administer program development, monitoring, and evaluation.

EMERGENCY MEDICAL SERVICES

Project Number: 402 EM 2013-13-02-00

Project Title: AHSO Emergency Medical Services Statewide Services

Budget: \$ 10,000

Project Description: To support training of statewide and local emergency responder agencies to improve traffic incident management, ensure scene safety, and improve communication to reduce serious injuries and fatalities. In addition, funds may be used for public awareness materials, presentations, consultant fees, printing costs, and travel. Equipment to improve crash scene safety may be purchased to prevent secondary crashes.

Project Number: 402 EM 2013-13-02-01

Project Title: AHSO Emergency Medical Services Program Area Management

Budget: \$ 5,000

Project Description: Personnel costs, data analysis, and other incidentals to administer program development, monitoring, and evaluation.

MOTORCYCLE SAFETY

Project Number: 402 MC 2013-13-03-00

Project Title: AHSO Motorcycle Safety Statewide Services

Budget: \$ 10,000

Project Description: To support statewide and local agencies and organizations involved in motorcycle safety with educational materials, training and travel, consultant fees, and general program expenses to reduce motorcycle fatalities and serious injuries.

Project Number: 402 MC 2013-13-03-01

Project Title: AHSO Motorcycle Safety Program Area Management

Budget: \$ 5,000

Project Description: Personnel costs, data analysis, and other incidentals to administer program development, monitoring, and evaluation.

OCCUPANT PROTECTION

Project Number: 402 OP 2013-13-04-00

Project Title: AHSO Occupant Protection Statewide Services

Budget: \$ 240,000

Project Description: To support statewide and local agencies and organizations promote the use of occupant restraints including, but not limited to: high visibility campaigns and other law enforcement activities including salary/overtime and mileage, the ASTEP summit, seatbelt survey, media production, educational materials, travel, and training cost in order to increase seatbelt/safety restraint use and decrease traffic fatalities and serious injuries.

Project Number: 402 OP 2013-13-04-01

Project Title: AHSO Occupant Protection Program Area Management

Budget: \$ 10,000

Project Description: Personnel costs, data analysis, and other incidentals to administer program development, monitoring, and evaluation.

Project Number: 402 OP 2013-13-04-02

Project Title: Alaska Injury Prevention Center NOPUS

Budget: \$ 50,000

Project Description: To support the AIPC who will design, conduct and analyze results from the annual National Occupant Protection Use Survey in compliance with NHTSA's scientific and statistical standards.

PEDESTRIAN/BICYCLE SAFETY

Project Number: 402 PS 2013-13-05-00

Project Title: AHSO Pedestrian/Bicycle Safety Statewide Services

Budget: \$ 10,000

Project Description: To support statewide and local agencies and organizations to promote pedestrian/bicycle safety by providing safety training, equipment and education, to reduce the incidence of crash related fatalities and serious injury.

Project Number: 402 PS 2013-13-05-01

Project Title: AHSO Pedestrian/Bicycle Safety Program Area Management

Budget: \$ 5,000

Project Description: Personnel costs, data analysis, and other incidentals to administer program development, monitoring, and evaluation.

POLICE TRAFFIC SERVICES

Project Number: 402 PT 2013-13-06-00

Project Title: AHSO Police Traffic Services Statewide Services

Budget: \$ 190,000

Project Description: To support statewide and local law enforcement in enforcing seatbelt laws, enforcing impaired driving, speeding and aggressive driving laws, and promoting bicycle and pedestrian safety, including but not limited to: high visibility campaigns and other law enforcement activities (including salary/overtime and mileage), community safety campaigns, and equipment purchases necessary to decrease incidences of impaired driving, speeding, aggressive driving, pedestrian and bicycle safety.

Project Number: 402 PT 2013-13-06-01

Project Title: AHSO Police Traffic Services Program Area Management

Budget: \$ 10,000

Project Description: Personnel costs, data analysis, and other incidentals to administer program development, monitoring, and evaluation.

SAFE COMMUNITIES

Project Number: 402 SA 2013-13-17-00

Project Title: AHSO Safe Communities Statewide Services

Budget: \$ 570,000

Project Description: To support statewide and local agencies and organizations in promoting safer communities by addressing issues related to a variety of highway safety concerns including young drivers, mature drivers, distracted drivers, and pedestrian and bicycle safety issues through training, public awareness, media production, and education, in order to reduce traffic crash related fatalities and serious injuries.

Project Number: 402 SA 2013-13-17-01

Project Title: AHSO Safe Communities Program Area Management

Budget: \$ 10,000

Project Description: Personnel costs, data analysis, and other incidentals to administer program development, monitoring, and evaluation.

PAID ADVERTISING

Project Number: 402 PM 2013-13-25-00
Project Title: AHSO Paid Advertising Statewide Services
Budget: \$ 200,000

Project Description: To purchase paid media buys for the general public or targeted audiences, to raise awareness and change behavior in an effort to reduce fatalities and serious injuries in the areas of impaired driving, safety restraint use, distracted driving, aggressive driving, motorcycle safety, young drivers, and mature drivers. Funding will be used to purchase radio, TV, printed materials, web based, and other communication tools and methods.

SECTION 405:

OCCUPANT PROTECTION

Project Number: 405 K2 2013-13-04-00
Project Title: AHSO 405 Occupant Protection Statewide Services
Budget: \$ 300,000

Project Description: To support statewide and local agencies and organizations promote the use of occupant restraints including, but not limited to: high visibility campaigns and other law enforcement activities including salary/overtime and mileage, the ASTEP summit, media production, educational materials, travel, and training cost in order to increase seatbelt/safety restraint use and decrease traffic fatalities and serious injuries.

SECTION 408:

DATA PROGRAM

Project Number: 408 K9 2013-13-08-00
Project Title: AHSO Data Program Statewide Services
Budget: \$ 496,632

Project Description: To support the timeliness, accuracy, completeness, uniformity integration and accessibility of State traffic data. To evaluate the efforts to improve State traffic safety data. and link State traffic data systems with other state data systems. To improve the compatibility and interoperability of State and national data systems in order to enhance the observation and analysis of national trends in crash occurrences, rules, outcomes and circumstances

Project Number: 408 K9 2013-13-08-01
Project Title: Traffic Records License and Maintenance Fees
Budget: \$ 90,000

Project Description: To provide the license and maintenance fees for TraCS, Easy Street Draw, Incident Locator Tool and any additional license or maintenance fees necessary for State and local law enforcement agencies to successfully use the TraCS program.

Project Number: 408 K9 2013-13-08-02
Project Title: ACS Improve Court Case Mgt System Criminal and Minor Offense Records
Budget: \$ 98,780

Project Description: To support an audit of local ordinances used by law enforcement statewide. State offense code data and officer tables will be updates and/or corrected as well as other inconsistent or missing related data elements. This project will ensure that the ACS electronic offense code table used by law enforcement is accurate, complete and integrated for uniform use.

Project Number: 408 K9 2013-13-08-03
Project Title: DOT & PF Program Development 2009/2010 Crash Geo-location Project
Budget: \$ 70,680

Project Description: This grant will fund a long-term non-permanent Statistical Technician for one year to undertake the geo-coding of 2009 and 2010 crash data allowing the permanent staff to continue to catch up with processing the almost 2 year backlog of crash form data entry. Upon the successful completion of this project, the GDB will contain 5 years of spatial crash data locations (2009-2013) for HSIP analysis as well as any other program utilizing crash data.

Project Number: 408 K9 2013-13-08-04
Project Title: HSS Alaska Trauma Registry Data Validation Project Year Two
Budget: \$ 84,732

Project Description: The Alaska Trauma Registry received funds in grant year 2012 to develop and utilize a standardized validation process for practical means of benchmarking, training, and performance improvement. In grant year 2012, 8 of 33 acute care facilities were evaluated; in grant year 2013 the ATR seeks to review an additional 8 facilities.

Project Number: 408 K9 2013-13-08-05
Project Title: TraCS Statewide Training / TraCS Program
Budget: \$ 215,000

Project Description: The Department of Public Safety (DPS) TraCS Trainer (and/or local law enforcement TraCS Trainer where appropriate) and DPS IT Deployment Engineer will travel to deployment and training locations statewide. The TraCS Trainer(s) and the DPS IT TraCS Programmer will travel twice a year to the National TraCS Steering Committee Meeting. This project also includes the DPS IT Deployment Engineer's labor to set up the TraCS software in the TraCS equipment (this is a contract position with Computer Task Group, CTG). CTG will provide continued programming services and support for DPS Alaska State Troopers and local law enforcement agencies statewide. This includes the programming of TraCS for use by all law enforcement in the State of Alaska, the design and support of the backend development of the TraCS program and both DPS and local law enforcement's use of the software and hardware in the field. The CTG programmer will also assist with the development of upcoming forms and provide support for current form needs and changes. The CTG programmer will work with the TraCS Vendor (TEG) to resolve issues and obtain enhancements necessary for the statewide implementation and enhancement of TraCS. The CTG programmer will work with the DPS IT staff to integrate TraCS with other DPS systems to facilitate the electronic submission of data to other agencies.

Project Number: 408 K9 2013-13-08-06
Project Title: TraCS Hardware Installation for Local Law Enforcement Agencies
Budget: \$ 79,176

Project Description: The Department of Transportation & Public Facilities (DOT&PF), State Equipment Fleet's Automotive Technicians will travel to TraCS deployment locations statewide to install TraCS hardware in local law enforcement agency vehicles. This project will pay for the travel and labor of the DOT&PF SEF Technicians, the shipping of equipment and supplies, the rental storage facility, telecommunication services necessary for deployment, and installation tools and consumable supplies necessary for the TraCS equipment installation.

Project Number: 408 K9 2013-13-08-07
Project Title: Annual TraCS User Group Meeting
Budget: \$ 15,000

Project Description: To provide travel and training for the Annual TraCS User Group Meeting for a Traffic and Criminal Software (TraCS) program overview for current and future users, stakeholder agency administrators and data collectors and users. Topics include basic and refresher training sessions, the new 12-200 crash report form, the TraCS website and networking opportunities. This project has been approved by the AK Traffic Records Coordinating Committee (ATRCC) for the Traffic Records Strategic Plan. A post survey will be conducted to evaluate how the meeting helped to improve the TraCS development, implementation and management.

SECTION 410:

ALCOHOL

Project Number: 410 K8 2013-13-01-00
Project Title: AHSO 410 Alcohol Statewide Services
Budget: \$ 1,935,000

Project Description: This grant will be used to defray the following costs: labor, management and equipment for statewide high visibility enforcement campaigns, the training of law enforcement personnel and the procurement of technology and equipment to counter directly impaired vehicles, public awareness, advertising and educational campaigns that publicize increased law enforcement efforts to counter impaired driving and target impaired operation of motor vehicles by persons under 34 years of age, development and implementation of state impaired operator information system,

Project Number: 410 K8 2013-13-01-01
Project Title: AHSO 410 Alcohol Program Area Management
Budget: \$ 20,000

Project Description: Personnel costs, data analysis, and other incidentals to administer program development, monitoring, and evaluation.

PLANNING & ADMINISTRATION

Project Number: 410 K8PA 2013-13-00-00
Project Title: Planning and Administration
Budget: \$ 275,000

Project Description: Personnel, operating costs, travel expenses, and contractual services will provide the statewide program direction, financial and clerical support, property management, and audit for the 410 statewide programs.

HIGH FATALITY RATE

Project Number: 410 K8FR 2013-13-01-00
Project Title: DUI Enforcement
Budget: \$ 152,262.48

Project Description: To conduct highly visible alcohol-impaired driving enforcement. Participate in the annual national Labor Day Crackdown and to conduct quarterly HVE activity at high-risk times. Enforcement will be coordinated with media to maximize the HVE model and ensure that efforts are being publicized before, during, and after enforcement activity.

SECTION 2010:

MOTORCYCLE SAFETY

Project Number: 2010 K6 2013-13-03-00
Project Title: AHSO 2010 Motorcycle Safety Statewide Services
Budget: \$ 350,000

Project Description: To support statewide and local agencies and organizations providing motorcycle safety measures including improvements to safety training curricula, improvements in program delivery, procurement or repair of practice motorcycles, instructional materials, mobile training units, leasing or purchasing training facilities, measures designed to increase the recruitment or retention of training instructors, and public awareness and media campaigns to enhance driver awareness of motorcycles, such as "share the road" messages.

SECTION 2011:

CHILD SEATS

Project Number: 2011 K3 2013-13-07-00
Project Title: AHSO 2011 Child Seats Statewide Services
Budget: \$ 147,000

Project Description: To support local and statewide child occupant protection oriented agencies and organizations to promote appropriate use of child safety seats through public education and outreach, car seat checks, certified car seat technician training, educational materials, car seat purchase for low income families, and other activities associated with providing child passenger safety programs.

PAID MEDIA

Project Number: 2011 K3PM 2013-13-25-00
Project Title: AHSO 2011 Paid Media Statewide Services
Budget: \$ 10,000

Project Description: To purchase paid media targeting the general public or specific audiences to raise awareness and change behavior in an effort to reduce death and injuries related to lack of or improper use of child safety seats. Funding will purchase radio, TV, printed materials, outdoor advertising and other communication tools and methods.

SECTION 154:

PLANNING & ADMINISTRATION

Project Number: 154 PA 2013-13-00-00
Project Title: Planning and Administration
Budget: \$ 1,826,800

Project Description: Funds will be used for approved projects for alcohol-impaired driving counter-measures or be directed to State and local law enforcement agencies for the enforcement of laws prohibiting driving while intoxicated or driving under the influence and other related laws, including the purchase of equipment, the training of officers, and the use of additional personnel for specific alcohol-impaired driving counter-measures.

ALCOHOL

Project Number: 154 AL 2013-13-01-00
Project Title: AHSO 154 Alcohol Statewide Services
Budget: \$ 15,421,200

Project Description: This grant will provide funding for: Overtime and equipment for DUI Mobilizations; training and conferences for DUI enforcement. DUI media production costs. Consultant fees, travel and educational materials to reduce DUI crashes and fatalities and economic losses.

Project Number: 154 AL 2013-13-01-01
Project Title: AHSO 154 Alcohol Program Area Management
Budget: \$ 20,000

Project Description: Personnel costs, and other incidentals to administer program development, monitoring, and evaluation.

PAID MEDIA

Project Number: 154 PM 2013-13-25-00
Project Title: AHSO 154 Paid Media Statewide Services
Budget: \$ 1,000,000

Project Description: This grant will provide funding for: DUI and other alcohol Media air time purchases including but not limited to DUI HVE Mobilizations.

SECTION 164:

PLANNING & ADMINISTRATION

Project Number: 164 PA 2013-13-00-00
Project Title: Planning and Administration
Budget: \$ 200,000

Project Description: Funds will be used for approved projects for alcohol-impaired driving counter-measures or be directed to State and local law enforcement agencies for the enforcement of laws prohibiting driving while intoxicated or driving under the influence and other related laws, including the purchase of equipment, the training of officers, and the use of additional personnel for specific alcohol-impaired driving counter-measures.

ALCOHOL

Project Number: 164 AL 2013-13-01-00
Project Title: AHSO 164 Alcohol Statewide Services
Budget: \$ 980,225

Project Description: This grant will provide funding for overtime and equipment for DUI Mobilizations; training and conferences for DUI enforcement and DUI HVE coordination. Consultant fees, travel and educational materials to reduce DUI crashes and fatalities and economic losses.

Project Number: 164 AL 2013-13-01-01
Project Title: AHSO 164 Alcohol Program Area Management
Budget: \$ 20,000

Project Description: Personnel costs, and other incidentals to administer program development, monitoring, and evaluation.

HAZARD ELIMINATION

Project Number: 164 HE 2013-13-00-01
Project Title: Hazard Elimination Funds
Budget: \$ 33,368,000

Project Description: Hazard Elimination project will be funded in FY13 with section 164 as part of the Highway Safety Improvement Projects (HSIP) and HAS Web 12-200 Projects.

BUDGET SUMMARIES BY PROGRAM AREA

ALCOHOL BUDGET

Project Title	Project Number	Budget
AHSO Alcohol Statewide Services	402 AL 2013-13-01-00	\$445,800.00
AHSO Alcohol Program Area Management	402 AL 2013-13-01-01	\$15,000.00
AHSO 410 Alcohol Statewide Services	410 K8 2013-13-01-00	\$1,935,000.00
AHSO 410 Alcohol Program Area Management	410 K8 2013-13-01-01	\$20,000.00
AHSO 154 Alcohol Statewide Services	154 AL 2013-13-01-00	\$15,421,200.00
AHSO 154 Alcohol Program Area Management	154 AL 2013-13-01-01	\$20,000.00
AHSO 164 Alcohol Statewide Services	164 AL 2013-13-01-00	\$980,225.00
AHSO 164 Alcohol Program Area Management	164 AL 2013-13-01-01	\$20,000.00
Total Alcohol		\$18,857,225.00

CHILD SEATS BUDGET

Project Title	Project Number	Budget
AHSO 2011 Child Seats Statewide Services	2011 K3 2013-13-01-00	\$147,000.00
Total Alcohol		\$147,000.00

DATA PROGRAM BUDGET

Project Title	Project Number	Budget
AHSO Data Program Statewide Services	408 K9 2013-13-01-00	\$496,632.00
Traffic Records Travel and Maintenance License Fees	408 K9 2013-13-01-01	\$90,000.00
ACS Improve Court Case Mgt System Criminal and Minor Offense Records	408 K9 2013-13-01-02	\$98,780.00
DOT & PF Program Development 2009/2010 Crash Geo-location Project	408 K9 2013-13-01-03	\$70,680.00
HSS Alaska Trauma Registry Data Validation Project Year Two	408 K9 2013-13-01-04	\$84,732.00
TraCS Statewide Training / TraCS Program	408 K9 2013-13-01-05	\$215,000.00
TraCS Hardware Installation for Local Law Enforcement Agencies	408 K9 2013-13-01-06	\$79,176.00
Annual TraCS User Group Meeting	408 K9 2013-13-01-07	\$15,000.00
Total Alcohol		\$1,150,000.00

EMERGENCY MEDICAL SERVICES BUDGET

Project Title	Project Number	Budget
AHSO Emergency Medical Services Statewide Services	402 EM 2013-13-02-00	\$10,000.00
AHSO Emergency Medical Services Program Area Management	402 EM 2013-13-02-01	\$5,000.00
Total Alcohol		\$15,000.00

HAZARD ELIMINATION BUDGET

Project Title	Project Number	Budget
Hazard Elimination Funds	164 HE 2013-13-02-00	\$33,368,000.00
Total Alcohol		\$33,368,000.00

HIGH FATALITY RATE BUDGET

Project Title	Project Number	Budget
DUI Enforcement	410K8FR 2013-13-03-00	\$152,262.48
Total Alcohol		\$152,262.48

MOTORCYCLE SAFETY BUDGET

Project Title	Project Number	Budget
AHSO Motorcycle Safety Statewide Services	402 MC 2013-13-03-00	\$10,000.00
AHSO Motorcycle Safety Program Area Management	402 MC 2013-13-03-01	\$5,000.00
AHSO 2010 Motorcycle Safety Statewide Services	2010 K6 2013-13-01-00	\$350,000.00
Total Alcohol		\$365,000.00

OCCUPANT PROTECTION BUDGET

Project Title	Project Number	Budget
AHSO Occupant Protection Statewide Services	402 OP 2013-13-04-00	\$240,000.00
AHSO Occupant Protection Program Area Management	402 OP 2013-13-04-01	\$10,000.00
Alaska Injury Prevention Center NOPUS	402 OP 2013-13-04-02	\$50,000.00
AHSO 405 Occupant Protection Statewide Services	405 K2 2013-13-00-00	\$300,000.00
Total Alcohol		\$600,000.00

PAID MEDIA BUDGET

Project Title	Project Number	Budget
AHSO Paid Advertising Statewide Services	402 PM 2013-13-25-00	\$200,000.00
AHSO 2011 Paid Media Statewide Services	2011 K3PM 2013-13-25-01	\$10,000.00
AHSO 154 Paid Media Statewide Services	154 PM 2013-13-25-00	\$1,000,000.00
Total Alcohol		\$1,210,000.00

PEDESTRIAN/BICYCLE SAFETY BUDGET

Project Title	Project Number	Budget
AHSO Pedestrian/Bicycle Safety Statewide Services	402 PS 2013-13-05-00	\$10,000.00
AHSO Pedestrian/Bicycle Safety Program Area Management	402 PS 2013-13-05-01	\$5,000.00
Total Alcohol		\$15,000.00

PLANNING & ADMINISTRATION BUDGET

Project Title	Project Number	Budget
Planning & Administration	402 PA 2013-13-00-00	\$176,200.00
Planning & Administration	410 K8PA 2013-13-00-00	\$275,000.00
Planning & Administration	154 PA 2013-13-00-00	\$1,826,800.00
Planning & Administration	164 PA 2013-13-00-00	\$200,000.00
Total Alcohol		\$2,478,000.00

POLICE TRAFFIC SERVICES BUDGET

Project Title	Project Number	Budget
AHSO Police Traffic Services Statewide Services	402 PT 2013-13-06-00	\$190,000.00
AHSO Police Traffic Services Program Area Management	402 PT 2013-13-06-01	\$10,000.00
Total Alcohol		\$200,000.00

SAFE COMMUNITIES BUDGET

Project Title	Project Number	Budget
AHSO Safe Communities Statewide Services	402 SA 2013-13-17-00	\$570,000.00
AHSO Safe Communities Program Area Management	402 SA 2013-13-17-01	\$10,000.00
Total Alcohol		\$580,000.00

ALL PROGRAM AREAS BUDGET TOTALS

Program Area	Budget
Alcohol	\$18,857,225.00
Child Seats	\$147,000.00
Data Program	\$1,150,000.00
Emergency Medical Services	\$15,000.00
Hazard Elimination	\$33,368,000.00
High Fatality Rate	\$152,262.48
Motorcycle Safety	\$365,000.00
Occupant Protection	\$600,000.00
Paid Media	\$1,210,000.00
Pedestrian/Bicycle Safety	\$15,000.00
Planning & Administration	\$2,478,000.00
Police Traffic Safety	\$200,000.00
Safe Communities	\$580,000.00
Total Alcohol	\$59,137,487.48



U.S. Department of Transportation
National Highway Traffic Safety
Administration
Federal Highway Administration

HIGHWAY SAFETY PROGRAM COST SUMMARY

State: Alaska Date: 8/22/2012

Program Area	Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local
			Previous Balance	Increase/ (Decrease)	
NHTSA 402					
Planning & Administration	\$176,200.00	\$176,200.00			
Alcohol	\$460,800.00	\$45,740.62			
Emergency Medical Services	\$15,000.00	\$1,488.95			
Motorcycle Safety	\$15,000.00	\$1,488.95			
Occupant Protection	\$300,000.00	\$29,779.05			
Paid Media	\$200,000.00	\$19,852.70			
Pedestrian/Bicycle Safety	\$15,000.00	\$1,488.95			
Police Traffic Services	\$200,000.00	\$19,852.70			
Safe Communities	\$580,000.00	\$57,572.83			
NHTSA 402 TOTAL	\$1,962,000.00	\$353,464.75	\$200,000.00	\$1,762,000.00	\$1,962,000.00
NHTSA 405					
Occupant Protection	\$300,000.00	\$900,000.00			
NHTSA 405 TOTAL	\$300,000.00	\$900,000.00	\$150,000.00	\$150,000.00	\$300,000.00
NHTSA 408					
Data Program	\$1,150,000.00	\$287,500.00			
NHTSA 408 Total	\$1,150,000.00	\$287,500.00	\$650,000.00	\$500,000.00	\$1,150,000.00
NHTSA 410					
Planning & Administration	\$275,000.00	\$80,205.37			
Alcohol-SAFETEA-LU	\$1,955,000.00	\$5,865,000.00			
High Fatality Rate	\$152,262.48	\$456,787.44			
NHTSA 410 TOTAL	\$2,382,262.48	\$6,401,992.81	\$1,417,262.48	\$965,000.00	\$2,382,262.48
					\$0.00



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NHTSA 2010					
Motorcycle Safety	\$350,000.00	\$0.00			
NHTSA 2010 Total	\$350,000.00	\$0.00	\$250,000.00	\$100,000.00	\$350,000.00
NHTSA 2011					
Child Seats	\$147,000.00	\$147,000.00			
Paid Media	\$10,000.00	\$10,000.00			
NHTSA 2011 Total	\$157,000.00	\$147,000.00	\$78,000.00	\$79,000.00	\$157,000.00
NHTSA 154					
Planning & Administration	\$1,826,800.00	\$0.00			
Alcohol	\$15,441,200.00	\$0.00			
Paid Media	\$1,000,000.00	\$0.00			
NHTSA 154 Total	\$18,268,000.00	\$0.00	\$8,900,000.00	\$9,368,000.00	\$18,268,000.00
NHTSA 164					
Planning & Administration	\$200,000.00	\$0.00			
Alcohol	\$1,000,225.00	\$0.00			
NHTSA 164 Total	\$1,200,225.00	\$0.00	\$1,200,225.00	\$0.00	\$480,090.00
FHWA 164 HE					
Hazard Elimination	\$33,368,000.00	\$0.00			
FHWA 164 Total	\$33,368,000.00	\$0.00	\$24,000,000.00	\$9,368,000.00	\$33,368,000.00
Total NHTSA	\$25,769,487.48	\$8,089,957.56	\$12,945,487.48	\$12,924,000.00	\$25,769,487.48
Total FHWA	\$33,368,000.00	\$0.00	\$24,000,000.00	\$9,368,000.00	\$33,368,000.00
NHTSA & FHWA	\$59,137,487.48	\$8,089,957.56	\$36,945,487.48	\$22,292,000.00	\$59,137,487.48

State Official Authorized Signature:

Federal Official Authorized Signature:

NAME: Tammy K. [Signature]
TITLE: Governor's Representative
DATE: August 30, 2012

NHTSA NAME: _____
TITLE: _____
DATE: _____
EFFECTIVE DATE: _____

NHTSA/FHWA PROGRAM AREA CODES

Funding Source	Program Code	Program Area
NHTSA 402		
	PA	Planning and Administration
	AL	Alcohol
	EM	Emergency Medical Services
	MC	Motorcycle Safety
	OP	Occupant Protection
	PS	Pedestrian/Bicycle Safety
	PT	Police/Traffic Services
	TR	Traffic Records
	DE	Driver Education
	SA	Safe Communities
	SB	School Bus
405 Occupant Protection		
	J2	Occupant Protection
	J2PM	Paid Media
405 OP SAFETEA-LU		
	K2	Occupant Protection
	K2PM	Paid Media
NHTSA 406		
	K4	Safety Belts Incentive
	K4PM	Safety Belts Paid Media
408 Data Program SAFETEA-LU		
	K9	Data Program Incentive
410 Alcohol SAFETEA-LU		
	K8	Alcohol SAFETEA-LU
	K8PA	Alcohol Planning and Administration
	K8PM	Alcohol SAFETEA-LU Paid Media
411 Data Program		
	J9	Data Program
2003B Child Pass. Protection		
	J3	Child Pass. Protection
2010 Motorcycle Safety		
	K6	Motorcycle Safety Incentive
2011 Child Seats		
	K3	Child Seat Incentive
157 Incentive Funds		
	157AL	Alcohol
	157PT	Police Traffic Services
	157TR	Traffic Records
154 Transfer Funds		
	154PA	Planning and Administration
	154AL	Alcohol
	154PM	Paid Media
163 Impaired Driving		
	163ID	Impaired Driving Mobilization 2004
	163DM	Impaired Driving Mobilization 2005

GRANT FUNDING REQUIREMENTS

Program Area	State Match	Planning & Administration	Local Use	Miscellaneous Information
Section 402	20% of total program costs; Exception: Select States use a sliding scale for State Match; Exempt: Indian Nations & Territories	Ceiling: P & A funds restricted to 10% of federal funds received annually; Note – Indian Nations restricted to 5% administrative takedown. Match: 50% hard match; Exception - Select States use a sliding scale for State Match; Exempt - Indian Nations & Territories	At least 40% of Federal funds spent by locals or designated as the benefit of locals; Exempt: DC, Puerto Rico. Note: Indian Nations and Territories A total of 95% of federal funds must be spent for local benefit/participation of Indian tribes.	
Section 405 - K2 SAFETEA-LU	25% 1 st - 2 nd yr. 50% 3 rd - 4 th yr. 75% 5 th - 6 th yr. (of total program cost) *Beginning in FY04 for States awarded TEA-21 405 funds in FY03 and FY04. Exempt: Territories	None	None	State will maintain its aggregate expenditures from all other sources for occupant protection programs at or above the average level of expenditures for FYs 2004 & 2005
Section 406 – K4 SAFETEA-LU	None	Ceiling: P & A funds restricted to 10% of federal funds received annually; Match: None required.	None	At least \$1 million of grant funds received by each State must be obligated for behavioral highway safety activities.
Section 408 – K9 SAFETEA-LU	20% of total program costs; Exempt: Territories	None	None	State will maintain its aggregate expenditures from all other sources for highway safety data programs at or above the average level of expenditures in its 2 fiscal years preceding the date of enactment of SAFETEA-LU.
Section 410 – K8 SAFETEA-LU	25% 1 st - 2 nd yr. 50% 3 rd - 4 th yr. 75% 5 th - 6 th yr. (of total program costs); Exempt: Territories	Ceiling: P & A funds restricted to 10% of Federal funds received annually; Match: 50% hard match; Exception Select States use a sliding scale for State Match; Exempt - Territories	None	State will maintain its aggregate expenditures from all other sources for alcohol traffic safety programs at or above the average level of such expenditures in its 2 fiscal years preceding the date of enactment of SAFETEA-LU.

Section 1906 – K10 SAFETEA-LU	20% of total program costs Exempt: Indian Nations & Territories	None	None	
Section 2010 – K6 SAFETEA-LU	None	None	None	State will maintain its aggregate expenditures from all other sources for motorcyclist safety training programs and motorcyclist awareness programs at or above the average level of such expenditures in its 2 fiscal years preceding the date of enactment of SAFETEA-LU.
Section 2011 – K3 SAFETEA-LU	25% 1 st – 3 rd yr. 50% 4 th yr.	None	None	State will maintain its aggregate expenditures from all other sources for child safety seat and children restraint programs at or above the average level of such expenditures in its 2 fiscal years preceding the date of enactment of SAFETEA-LU. Child Safety seat purchases limited to 50% of annual award.
Section 154 & 164 Transfer AL – Open Container & Repeat Offender Funds HE – Open Container & Repeat Offender Funds TEA-21	None	Ceiling: P & A funds restricted to 10% of Federal funds received annually; Match: None required	AL: At least 40% of Federal funds spent by locals or designated as the benefit of locals; Exempt: DC, Puerto Rico & HE – Open Container & Repeat Offender Funds	AL – Alcohol funds take on the characteristics of Section 402 funds and HE – Hazard Elimination funds take on the characteristics of FHWA’s Section 148 funds.
Section 157 Incentive Funds designated as a Section 402 program TEA-21	20% of total program costs;	Ceiling: P & A funds restricted to 10% of Federal funds received annually; Match: 50% hard match; Exception – Select States use a sliding scale for State Match.	At least 40% of Federal funds spent by locals or designated as the benefit of locals; Exempt: DC & Puerto Rico	These funds take on the characteristics of the Section 402 funds.

Section 157 Incentive Funds designated as a Sections 405, 410, or 411 TEA-21	25% 1 st - 2 nd yr. 50% 3 rd - 4 th yr. 75% 5 th - 6 th yr. (of total program costs);	None	None	These funds take on the characteristics of the Section 402 funds.
Section 163 designated as Section 402 program TEA- 21	None	Ceiling: P & A funds restricted to 10% of Federal funds received annually; Match: None required	At least 40% of Federal funds spent by locals or designated as the benefit of locals; Exempt: DC & Puerto Rico	These funds take on the characteristics of Section 402 funds. These funds are retained by FHWA and accounted for by the State's Highway agency and specific codes: <u>QN1</u> for NHTSA highway safety programs and <u>QQ8</u> for Federal-Aid highway type programs have been established to allow for separate accountability.
Section 163 designated as Sections 405, 410, or 411 TEA-21	None	None	None	These funds take on the characteristics of the program the funds in which they are used. These funds are retained by FHWA and accounted for by the State's Highway agency and specific codes: <u>QN1</u> for NHTSA highway safety programs and <u>QQ8</u> for Federal-Aid highway type programs have been established to allow for separate accountability
Section 405 – J2 TEA-21	25% 1 st - 2 nd yr. 50% 3 rd - 4 th yr. 75% 5 th - 6 th yr. (of total program costs); Exempt: Indian Nations & Territories	None	None	State will maintain its aggregate expenditures from all other sources for occupant protection programs at or above the average level of expenditures for FYs 1996 & 1997.
Section 410 – J8 TEA-21	25% 1 st - 2 nd yr. 50% 3 rd - 4 th yr. 75% 5 th - 6 th yr. (of total program costs); Exempt: Indian Nations & Territories	None	None	State will maintain its aggregate expenditures from all other sources for alcohol traffic safety programs at or above the average level of expenditures for FYs 1996 & 1997.

Section 411 – J9 TEA-21	25% 1 st - 2 nd yr. 50% 3 rd - 4 th yr. 75% 5 th - 6 th yr. (of total program costs); Exempt: Indian Nations & Territories			State will maintain its aggregate expenditures from all other sources, except those authorized under Chapter 1 of Title 23 of the United States Code, for highway safety data and traffic records programs at or above the average level of expenditures for FYs 1996 & 1997.
Section 2003B – J3 TEA-21	20% of total program costs; Exempt: Indian Nations & Territories	None	None	
Section 153 Transfer Pre-TEA-215	None	Ceiling: P & A funds restricted to 10% of federal funds received annually; Condition: Cannot be used unless 10% 402 PA is obligated. Match: None required.	At least 40% of Federal funds spent by locals or designated as the benefit of locals; Exempt: DC & Puerto Rico	
Section 410 - J7 Pre-TEA-21	25% 1 st Year 50% 2 nd Year 75% 3 rd Year plus subsequent years (of total program cost) Exempt: Indian Nations & Territories	None	None	State will maintain its aggregate expenditures from all other sources for alcohol traffic safety programs at or above the average level of expenditures for FYs 1990 & 1991.
Section 410 - J8 TEA-21	25% 1 st - 2 nd yr. 50% 3 rd - 4 th yr. 75% 5 th - 6 th yr. (of total program costs) Exempt: Indian Nations & Territories	None	None	State will maintain its aggregate expenditures from all other sources for alcohol traffic safety programs at or above the average level of expenditures for FYs 1996 & 1997.
Section 411 - J9 TEA-21	25% 1 st - 2 nd yr. 50% 3 rd - 4 th yr. 75% 5 th - 6 th yr. (of total program costs); Exempt: Indian Nations & Territories	None	None	State will maintain its aggregate expenditures from all other sources, except those authorized under Chapter 1 of Title 23 of the United States Code, for highway safety data and traffic records programs at or above the average level of expenditures for FYs 1996 & 1997.

Section 153 Incentive - HB Pre-TEA-21	25% 1st Year 50% 2nd Year 75% 3rd Year (of total program costs)	None	None	State will maintain its aggregate expenditures from all other sources for traffic safety programs regarding education, training, monitoring, or enforcement of the use of safety belts and motorcycles helmets at or above the average level of expenditures for FYs 1990 & 1991.
Section 153 Transfer Pre-TEA-21	None	Ceiling: P & A funds restricted to 10% of federal funds received annually; Exempt - Indian Nations Condition: Cannot be used unless 10% 402 PA is obligated Match: None required	At least 40% of Federal funds spent by locals or designated as the benefit of locals; Exempt: DC & Puerto Rico	
Section 154 & 164 Transfer AL - Open Container & Repeat Offender Funds HE - Open Container & Repeat Offender Funds TEA-21	None	Ceiling: P & A funds restricted to 10% of federal funds received annually; Exempt - Indian Nations Match: None required	At least 40% of Federal funds spent by locals or designated as the benefit of locals; Exempt: DC, Puerto Rico, & HE - Open Container & Repeat Offender Funds	AL - Alcohol funds take on the characteristics of Section 402 funds and HE - Hazard Elimination funds take on the characteristics of FHWA's Section 152 funds.
Section 157 Incentive funds designated as Section 402 program TEA-21	20% of total program costs; Exception: Select States use a sliding scale for State Match;	Ceiling: P & A funds restricted to 10% of federal funds received annually; Match: 50% hard match; Exception - Select States use a sliding scale for State Match;	At least 40% of Federal funds spent by locals or designated as the benefit of locals; Exempt: DC & Puerto Rico	These funds take on the characteristics of the Section 402 funds.
Section 157 Incentive funds designated as Sections 405, 410, or 411 TEA-21	25% 1st - 2nd yr. 50% 3rd - 4th yr. 75% 5th - 6th yr. (of total program costs);	None	None	These funds take on the characteristics of the program the funds are applied against.

Section 157 Innovative funds	None	None	None	
Section 163 designated as Section 402 program TEA-21	None	Ceiling: P & A funds restricted to 10% of federal funds received annually; Exempt - Indian Nations Match: None required	At least 40% of Federal funds spent by locals or designated as the benefit of locals; Exempt: DC & Puerto Rico	These funds take on the characteristics of Section 402 funds. These funds are retained by FHWA and accounted for by the State's Highway agency and specific codes: <u>QN1</u> for NHTSA highway safety programs and <u>QO8</u> for Federal-Aid highway type programs have been established to allow for separate accountability
Section 163 funds designated as Section 405, 410, or 411 TEA-21	None	None	None	These funds take on the characteristics of the program the funds in which they are used. These funds are retained by FHWA and accounted for by the State's Highway agency and specific codes: <u>QN1</u> for NHTSA highway safety programs and <u>QO8</u> for Federal-Aid highway type programs have been established to allow for separate accountability
Section 2003B - J3 TEA-21	20% of total program costs; Exempt: Indian Nation & Territories	None	None	

Alaska Department of Transportation and Public Facilities (DOT&PF)
 Alaska Highway Safety Office (AHSO)
 Alaska Highway System (AHS)
 Alaska Traffic Records Coordinating Committee (ATRCC)
 Alaska Uniform Table of Offenses (AUTO)
 Alcohol Beverage Commission (ABC)
 All Terrain Vehicles (ATV)
 American Association of State Highway and Transportation Officials (AASHTO)
 Blood Alcohol Concentration (BAC)
 Driving Under the Influence (DUI)
 Department of Transportation (DOT)
 Division of Measurement Standards and Commercial Vehicle Enforcement (MSCVE)
 Fatality Analysis Reporting System (FARS)
 Federal Highway Administration (FHWA)
 Federal Motor Carrier Safety Administration (FMCSA)
 Governors Highway Safety Association's (GHSA)
 Graduated Drivers Licensing (GDL)
 Highway Safety Improvement Program (HSIP)
 Long-range Transportation Plan (LRTP)
 Memorandum of Understanding (MOU)
 Metropolitan Planning Organization (MPO)
 Mobile Data Terminal (MDT)
 National Cooperative Highway Research Program (NCHRP)
 National Highway Systems (NHS)
 National Highway Traffic Safety Administration (NHTSA)
 Off-highway Vehicle (OHV)
 Run-off-road (ROR)
 Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
 Safe Routes to Schools (SRTS)
 Strategic Highway Safety Plan (SHSP)
 Traffic and Criminal Software (TraCS)
 Uniform Offenses Citation Table (UOCT)
 Vehicle Miles Traveled (VMT)

APPENDIX STATE CERTIFICATIONS AND ASSURANCES

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

Section 402 Requirements (as amended by Pub. L. 112-141)

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the

State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations and high-visibility law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources,**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).**

(23 USC 402 (b)(1)(F));

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(j)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and (II) \$25,000,000 or more in annual gross revenues from Federal awards; and (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702);:

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.

- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1. Abide by the terms of the statement.
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1. Taking appropriate personnel action against such an employee, up to and including termination.
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA

funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters-
Primary Covered Transactions*

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under

48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –

- a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
- b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

Alaska

State or Commonwealth

2013

For Fiscal Year

August 30, 2012

Date